



COASTAL ZONE
INFORMATION CENTER

CITY OF CARPINTERIA

COASTAL PLAN

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January 1980

CITY OF CARPINTERIA COASTAL PLAN

JANUARY 1980

This plan was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended.

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Many members of the community contributed to the development of this plan through their expertise in specific policy areas as well as general advice. The project staff wish to express their appreciation to all of the individuals who provided this valuable assistance.

RESOLUTION NO. 1019

A RESOLUTION OF THE CARPINTERIA CITY COUNCIL
APPROVING AND ADOPTING THE CITY OF CARPINTERIA
LOCAL COASTAL PLAN PURSUANT TO THE
CALIFORNIA COASTAL ACT OF 1976

WHEREAS, in accordance with California Public Resources Code Section 30000, et. seq., The California Coastal Act, a Local Coastal Plan for the City of Carpinteria was prepared; and

WHEREAS, said City of Carpinteria Local Coastal Plan was subjected to duly advertised public hearings before the City Planning Commission and City Council in addition to numerous public workshops at the Staff, Commission and Council levels; and

WHEREAS, the Carpinteria City Planning Commission on August 20, 1979, did recommend the Proposed Local Coastal Plan to the City Council for approval; and

WHEREAS, the City Council passed, approved, and adopted the Local Coastal Plan on August 27, 1979; and

WHEREAS, the South Central Coast Regional Commission approved, with conditions, the adopted Local Coastal Plan on December 15, 1979; and

WHEREAS, the California Coastal Commission found no substantial issue with the adopted Local Coastal Plan as approved with conditions by the South Central Coast Regional Commission, thereby confirming and certifying the South Central Coast Regional Commission's approval of said Local Coastal Plan, on January 22, 1980; and

WHEREAS, the adopted Local Coastal Plan has now been amended to include the conditions for approval required by the South Central Coast Regional Commission and the California Coastal Commission.

NOW, THEREFORE, the Carpinteria City Council hereby resolves that:

1. The City of Carpinteria Local Coastal Plan as amended to incorporate the conditions for approval by the South Central Coast Regional Commission and California Coastal Commission as attached hereto is hereby approved and adopted.
2. The City Council certifies that it is the intention of the Council to carry out the provisions of the Local Coastal Plan in a manner fully in conformity with the California Coastal Act of 1976 (PRC Section 30000, et. seq.).

PASSED, APPROVED AND ADOPTED this 14th day of April, 1980, by the following called vote:

AYES: COUNCILMEMBER: ORGANISTA, LEWIS, LAWRENCE, FUKASAWA,
WULLBRANDT

NOES: COUNCILMEMBER: NONE

ABSENT: COUNCILMEMBER: NONE


Mayor, City of Carpinteria

RESOLUTION NO. 1019
PAGE 2

ATTEST:

Allan R. Gately
City Clerk, City of Carpinteria

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 14th day of April, 1980.

Allan R. Gately
City Clerk, City of Carpinteria

CITY OF CARPINTERIA

ADOPTED GOALS AND POLICIES*

1. To encourage a range of housing types, styles, and costs to suit the varying needs and desires of the elderly, low income individuals, and other economic groups in our society.
2. To encourage the protection and preservation of agriculture.
3. To encourage and direct economic growth within the real limitations of available natural and man-made resources.
4. To maintain a balance between the demand for services, the availability of these services, and the resources of the City.
5. To maintain a physical environment which contributes to and enhances the quality of life.
6. To encourage and promote high quality health care for all population groups within the planning area.
7. To continue developing and promoting an effective transportation system that provides a variety of services.

*As adopted by the City Council on January 27, 1978.

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CHAPTER 1:
THE COASTAL ACT

1.1 HISTORY

Historically, land use in the California coastal zone has been regulated by local governments under the provisions of State Planning and Zoning Law. This enabling legislation mandates local governments to prepare general plans and zoning to ensure orderly physical growth and development within their jurisdictions as well as the protection of public health, safety, and welfare.

Traditional local control over regulation of land use in the coastal zone was substantially modified with the passage of The California Coastal Zone Conservation Act (Proposition 20) by the voters of California on November 7, 1972. The forces leading to the passage of this landmark initiative were complex. The key factor, however, was the visible deterioration of the coastal environment due to increasing development pressures from a growing population. Under Proposition 20, the California Coastal Zone Conservation Commission and six Regional Coastal Commissions were created and given a dual mandate of preparing a statewide "comprehensive enforceable plan for the orderly, long-range conservation and management of the coast" and regulating development while this plan was being prepared. From 1973 to 1975, the Coastal Commissions, both Regional and State, held literally hundreds of hearings on the evolving plan. The California Coastal Plan was submitted to the legislature on December 1, 1975. During the 1976 legislative session, several coastal bills were introduced, all modifying to some extent the Coastal Plan. By the summer of 1976, SB 1277, the California Coastal Act, emerged from both houses as the basis of California's Coastal Zone Management Program. SB 1277 was amended by a trailer bill, AB 2948, which was itself amended by AB 400. On January 1, 1977, the Coastal Act and other legislation came into effect, establishing a permanent coastal management program for California.

1.2 GOALS, PRIORITIES, AND POLICIES

In enacting the Coastal Act, the Legislature established the following goals for future activity in the coastal zone:

- (a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The heart of the Coastal Act is found in Chapter 3, Coastal Resources Planning and Management Policies. These policies constitute the standards that local plans must meet in order to be certified by the State as well as the yardstick for evaluating proposed developments within the coastal zone. Topics covered by coastal policies include: beach access, low and moderate income housing, recreation, marine environment, environmentally sensitive habitat areas, agriculture, visual resources, and coastal dependent and industrial development. In essence, these policies are the rules for future growth and development in the coastal zone.

The Act also attempts to establish a framework for resolving conflicts among competing uses for limited coastal lands. The policies which spell out priority uses constitute this framework. The Coastal Act places as its highest priority the preservation and protection of natural resources including environmentally sensitive habitat areas, i.e., wetlands, dunes, and prime agricultural lands. In the case of habitat areas, only uses dependent on these resources are allowed within such areas. For agricultural land, the intent of the Act is to keep the maximum amount of prime land in production. On lands not suited for agricultural use, coastal dependent development (i.e., development that requires a site on or adjacent to the sea to be able to function at all) has the highest priority. Public recreational uses have priority on coastal sites which are not habitat areas and not needed for coastal dependent uses. For sites that are not reserved for habitat preservation, agriculture, coastal dependent uses, or public recreation, private development is permitted. However, visitor-serving commercial recreation has priority over private residential, general industrial and general commercial development. These priorities must be reflected in the land use plans prepared by local governments.

1.3 IMPLEMENTATION

Each of the 15 counties and 53 cities along the California coast is required by the Coastal Act to prepare a Local Coastal Program (LCP). The LCP consists of "a local government's land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of (the Coastal Act) at the local level." (30108.6) The land use plan means the "relevant portions of a local government's general plan, or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions." (30108.5) The zoning ordinances and district maps are the legal tools for implementing the land use plan. The Coastal Act also requires each LCP to "contain a specific public access component to assure that maximum access to the coast and public recreation areas is provided." (30500(a)) In addition, the local land use plans are required to consider uses of more than local importance. (30501(c)) As noted in the LCP Regulations,* such uses generally include: (1) state and federal parks and recreation areas and other recreational facilities of regional or statewide significance; (2) military and national defense installations; (3) major energy facilities; (4) state and federal highways and other transportation facilities (e.g., railroads and airports) or public works facilities (e.g., water supply or sewer systems) serving larger-than-local needs; (5) general cargo ports and commercial fishing facilities; (6) state colleges and universities; and (7) uses of larger-than-local importance, such as coastal agriculture, fisheries, wildlife habitats, or uses that maximize public access to the coast, such as accessways, visitor-serving developments, as generally referenced in the findings, declarations, and policies of the California Coastal Act of 1976.

The land use plans and zoning, after receiving local review and approval, must be submitted to the Regional and State Coastal Commissions. The Commissions must make the finding that the land use plan is consistent with the policies of Chapter 3 of the Act. The zoning and implementing ordinances are then reviewed to determine conformance with the approved land use plan.

After certification of the land use plan and zoning components of the LCP, the review authority for new development within the coastal zone which is now vested in the Coastal Commission will be returned to local government. The local government, in issuing coastal development permits after certification, must make the finding that the development is in conformity with the approved LCP. Any amendments to the LCP will have to be approved by the State Coastal Commission.

After certification of the LCP's, the Regional Coastal Commissions will be phased out. The State Coastal Commission will, however, continue to

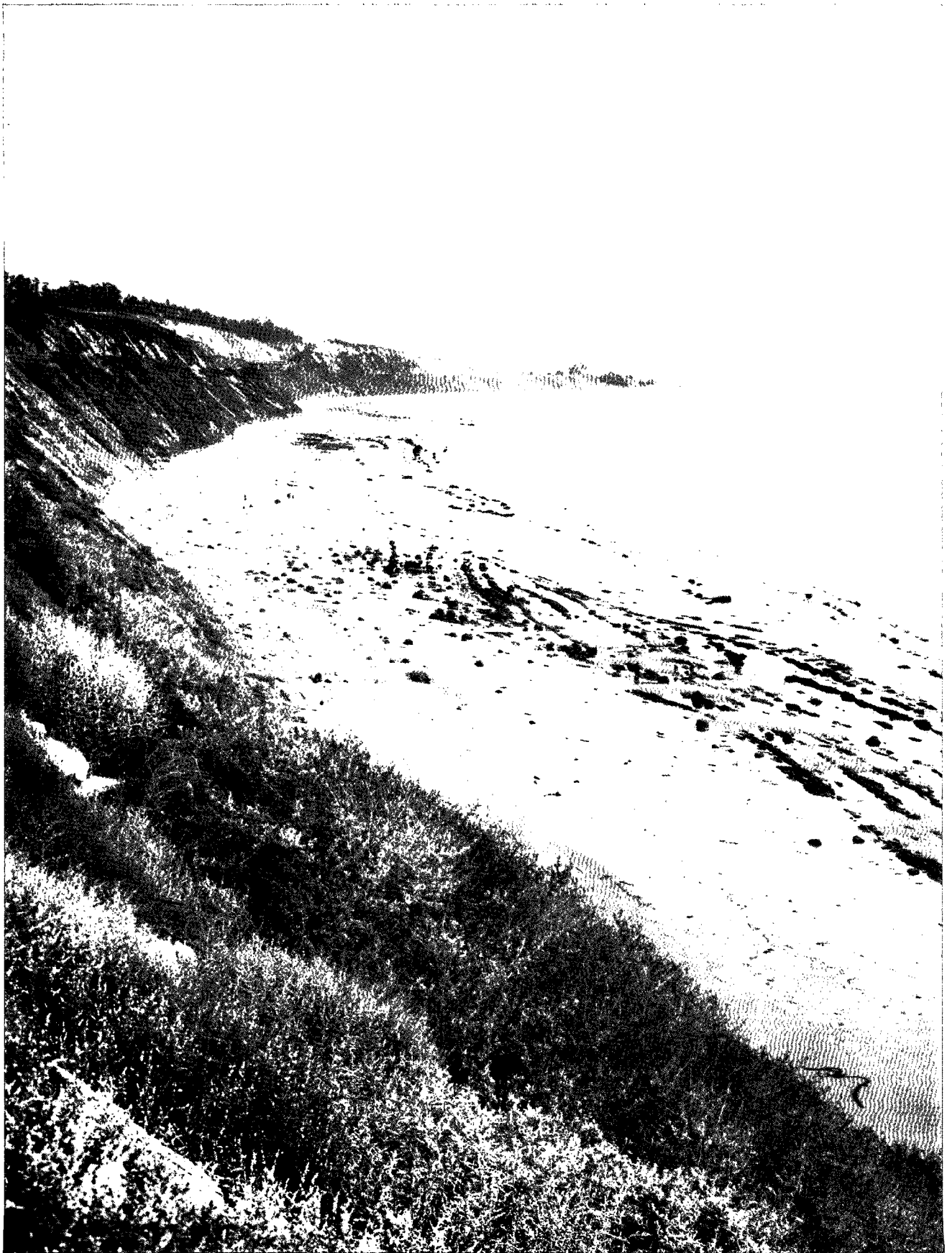
*LCP Regulations, adopted by the Coastal Commission on May 17, 1977.

exercise permit jurisdiction over certain kinds of developments (i.e., development in the State Tidelands), and will continue to hear appeals and review amendments to certified LCP's. Only certain kinds of developments can be appealed after a local government's LCP has been certified; these include:

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- (2) Developments approved by the local government not included within paragraph (1) of this subdivision located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Developments approved by the local government not included within paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation on appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.
- (4) Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to Chapter 6 (commencing with Section 30500).
- (5) Any development which constitutes a major public works project or a major energy facility.

The State Commission is also required to review periodically the progress of local governments in carrying out the Coastal Act. This review is to occur at least once every five years.

CHAPTER 2:
THE LOCAL COASTAL PROGRAM (LCP)



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RON MORGAN

Carpinteria Bluffs

2.1 THE LCP PLANNING PROCESS

The coastal planning process for the local area began in 1975 when the South Central Regional Coastal Commission supported a pilot implementation study for the coastal zone of Santa Barbara County. The City of Carpinteria endorsed this undertaking, although it did not participate in the project. At that time, the City's coastal zone extended roughly 1,000 yards inland from the mean high tide line.

As a result of the Coastal Act of 1976, the coastal zone boundary was expanded to take in the entire City as well as the agricultural lands of the Carpinteria Valley. Thus, the mandate of the Coastal Act, requiring coastal cities and counties to prepare LCP's, significantly affected the planning process of the City and the adjacent unincorporated area. In January 1977, the City elected to participate in a joint program with the County to develop its coastal plan.

Since that time, the land use plan has evolved in two phases. The first phase, January to June 1977, concentrated on developing a framework for involving the public and affected agencies in the planning process, preparing a sound data base for land use decisions related to recreation, access, and environmentally sensitive habitats, and included a preliminary study of greenhouses and agriculture in the Carpinteria Valley.

The second phase (July 1977 - December 1979) involved preparation of two drafts of the land use plan: the pre-hearing draft (November 1978) and the hearing draft (May 1979). Formal public hearings were then conducted on the hearing draft of the plan before joint sessions of the Planning Commission and the City Council on June 18, June 25, July 2, and July 9, 1979. The Planning Commission and City Council continued to deliberate on the plan throughout July and part of August, and on August 27, 1979, the City Council passed a resolution to adopt the coastal plan as amended. The plan was then submitted to the South Central Coastal Commission, and after two public hearings on the plan, the Commission approved it with conditions on December 15, 1979. Finally, on January 22, 1980, the California Coastal Commission certified the land use plan, completing the approval process.

Following distribution of the prehearing draft of the plan in November 1978, extensive opportunities for public review and comment were provided through public workshops and meetings with affected agencies and citizens' groups. Earlier opportunities for public participation were also provided. A four-session Coastal Planning Series was conducted in the spring of 1978, sponsored by the Continuing Education Division of Santa Barbara Community College. The series provided an orientation session on the requirements of the Coastal Act and presentations on four of the major coastal planning issues for the City and County: recreation and access, environmentally sensitive habitats, energy development, and agriculture. A fifth session (workshop) was held in the City of Carpinteria to provide a forum for discussion of the City's specific planning issues. Early in the land use planning process, an Agricultural Advisory Committee was formed to assist staff in studying the complex nature of agriculture in the Carpinteria Valley. The Committee met

regularly during the fall and winter of 1977-78 to critique LCP draft reports. Finally, staff have given numerous briefings before meetings of the City Council, Planning Commission, and Community Services Commission to provide information about the development of the plan and to elicit public input.

2.2 THE LAND USE PLAN

The purpose of the land use plan is to show the principal permitted use of the land while protecting coastal resources, providing for greater access and recreational opportunities for the public's enjoyment, and allowing for orderly, well-planned urban development. The plan incorporates, to the maximum extent possible, the City's plans and policies which are consistent with the Coastal Act. Where inconsistencies have been identified, modifications and revisions have been made. In most cases, the policies of the land use plan represent additions to existing City policy required to carry out the goals of the Coastal Act. Following adoption of the plan, the City's existing General Plan and zoning ordinances will need to be modified to incorporate these additional policies.

The land use plan has two components: the map and the text. The land use plan map shows the kinds, location, and intensity of land uses proposed for the City. The text provides a discussion of the issues and problems that need to be addressed and the ensuing policy framework within which the land uses shown on the map may be implemented. These policies, along with the policies from Chapter 3 of the Coastal Act, will constitute the decision rules for evaluating projects after certification of the land use plan.

It is, of course, anticipated that the land use plan will need revision from time to time in accordance with changing conditions. The Coastal Act requires that certified plans be reviewed at least once every five years to determine whether the program is being effectively implemented in conformity with the policies of the Act. Local recommendations for revisions of the certified land use plan could be considered as part of the five-year review process or they could be initiated by the City at any time, subject to the approval of the State Commission.

2.3 THE LAND USE PLAN MAP

The land use plan maps reveal two levels of information. The base maps show principal land use designations such as agriculture, commercial, residential, and industrial. The second level of information is contained in overlay maps, which are placed over the base maps as a means of showing where potential constraints on development may exist, i.e., flood hazards and environmentally sensitive habitats.

The key to the maps is the land use classification system which is defined in Appendix B. This system is used for both City and County areas; only those designations appropriate for land uses within the City are shown on the City's map. Policies that are associated with the overlay designations (Environmentally Sensitive Habitat Area and Flood Hazard) are included in Section 3.3.

For the most part, the land uses proposed on the land use plan map are consistent with the City's existing zoning. Changes in existing land use designations are proposed only where necessary to carry out the policies of the land use plan, e.g., to maximize opportunities for public access and recreational use of the shoreline, to preserve prime agricultural lands, to protect environmentally sensitive habitat areas, etc.

North of U.S. 101, the existing residential zoning for the Reeder parcels (APN 1-080-01, 02, 30, 35, and 36) has been changed to agriculture. This change is necessary to sustain the agricultural use of these parcels, since soils are prime and the area is contiguous with some of the best agricultural lands in the Carpinteria Valley.

South of U.S. 101, other changes are necessary to address the policies of the land use plan because of the area's direct association with the shoreline and beaches. On Carpinteria bluffs, a planned unit development is proposed for the Chevron and Exxon parcels and specific conditions for the provision of open space, i.e., a public park and hiking/biking trail, community recreational facilities, and protection of identified view corridors are called for. Further east, infilling of industrial park uses is proposed between existing uses and the eastern extent of the bluffs is designated for visitor-serving commercial, replacing the present PUD zoning.

Another change along the shoreline concerns the Murvale property which extends from the present eastern boundary of the State park, including Chevron's parking lot and pier, to the Exxon parcel on the bluffs. Because portions of this area have historically been used by the public for access to the beach and informal recreation, the westerly section (approximately eight acres) has been designated for low intensity recreational uses (subsurface and surface rights will be granted to the industry to operate and maintain existing pipelines in this area). The remaining portion of the property has been designated as proposed public open space with coastal dependent use permitted on an interim basis.

Since the area west of Ash Avenue borders Carpinteria Marsh and, also, adjoins the beach at the tip of Ash Avenue, resource protection and opportunities for recreational use must be addressed in future land uses. The land use plan calls for a determination by January 1, 1985, as to whether this area may be restored as a full-functioning tidal marsh and to what extent the area lies within the public trust. The possibility of public acquisition of the area will also be explored during this time frame. However, if these issues are not resolved by the 1985 deadline, the plan would permit a combination of residential and recreational uses, with conditions for development that would prevent adverse impacts on Carpinteria Marsh.

Overall, under the land use plan the number of potential additional housing units that would theoretically be possible in the City would be reduced from the 2,686 units permitted under existing zoning to 1,155. This reduction is principally the result of the changes proposed for the bluffs area, the Reeder parcels, and the area adjacent to Carpinteria Marsh.



CHAPTER 3: THE RESOURCE PROTECTION AND DEVELOPMENT POLICIES

3.1 INTRODUCTION

The policies established by the Coastal Act focus on the protection of coastal resources and the regulation of development in the coastal zone. The resource protection policies govern land resources, which include environmentally sensitive habitat areas and prime agricultural lands, recreational resources, the marine environment (i.e., streams, wetlands, and coastal waters), scenic resources such as views to and along the ocean, and air quality. The stress of these policies is on resource conservation. Coastal Act development policies govern all aspects of development including land divisions, industrial development, and new and/or expanded public works facilities. The emphasis of the development policies is on encouraging well-planned and orderly development which is compatible with resource protection and conservation.

The text and the policies set forth in this chapter are, in many respects, the core of the land use plan. They establish the parameters for evaluating development projects within the coastal zone, and set forth the measures that the City should take to achieve the degree of resource protection required by the Coastal Act. Furthermore, they will serve as the foundation for developing the ordinances that will implement the land use plan.

The chapter is organized into major topics which reflect the principal coastal resource protection and development issues in the City of Carpinteria. Each section is prefaced with pertinent policies from the Coastal Act which provide the basis for discussion of local issues and the proposed policies of the land use plan. In the discussion of planning issues, areas where current City practices and regulations fall short of, or conflict with, the provisions of the Coastal Act are identified. Finally, each topic area is concluded with recommended policies that will bring the City into conformity with the Coastal Act.

POLICIES

- Policy 1-1: The City shall adopt the policies of the Coastal Act (Public Resources Code Sections 30210 through 30263) as the guiding policies of the land use plan.
- Policy 1-2: Where policies within the land use plan overlap, the policy which is the most protective of resources i.e., land, water, air, etc., shall take precedence.
- Policy 1-3: Where there are conflicts between the policies set forth in the land use plan and those set forth in any element of the City's existing General Plan or existing regulations, the policies of the land use plan shall take precedence.

3.2 DEVELOPMENT

3.2.1 COASTAL ACT POLICIES

There are many sections of the Coastal Act that address, either directly or indirectly, the issue of development.* Only those policies that are not addressed in other sections of the plan are included here.

30250. (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases, for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

30252. The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

3.2.2 PLANNING ISSUES

The policies of the Coastal Act require that new development be concentrated within existing developed areas to avoid costly urban sprawl and to protect coastal resources such as prime agricultural lands, the scenic quality of rural lands, habitat areas, etc. The Act specifies that development adjacent or proximate to environmentally sensitive habitat areas be designed to avoid adverse impacts; that development be sited so as to avoid risks to life and property due to natural hazards; and that coastal visual resources be protected by careful placement and design of new development.

*In the Act, development is broadly defined to include the placement of or construction of any solid material or structure; land division; removal of major vegetation other than for agricultural purposes, kelp harvesting, or timber operations. Refer to Appendix A for this and other definitions.

The Act also requires that public works facilities (water, sewer, and roads) be adequate to serve new developments. Each of these development-related issues is treated in subsequent sections of the land use plan (Sections 3.3 through 3.12). This section focuses on the need for additional development standards for the City's large, undeveloped coastal areas.

3.2.3 PLANNED UNIT DEVELOPMENT DESIGNATION

The purpose of the Planned Unit Development designation is to ensure well-planned development of large lots that would be appropriate for a combination of land uses, i.e. visitor-serving commercial, open space, residential, etc., and which are subject to environmental constraints (i.e. geologic or flood hazards) or have important resource value (habitats, scenic qualities, significant vegetation, archaeological resources, etc.). It is the intent of this designation to avoid the resource degradation that often results from piecemeal development of large lots. It is also the intent to allow for flexibility and innovativeness in design. All areas designated in the land use plan for Planned Unit Development shall be subject to the following policies.

Policy 2-1: The entire site shall be planned as a unit. Prior to approval of any lot splits or development, the applicant shall submit a site plan showing the ultimate development of the site, including lot lines and circulation pattern, and a general indication of the location of all structures. This plan shall be reviewed by the Planning Commission.

Policy 2-2: Use of flexible and innovative design concepts shall be required to accomplish all of the following goals:

- (a) protection of the scenic qualities of the site;
- (b) protection of coastal resources, i.e., habitats, streams, archaeological sites, etc.;
- (c) avoidance of siting of structures on hazardous areas; and
- (d) provision of public open space, recreation, or beach access.

Policy 2-3: Permitted uses shall include:

- (a) residential units, either attached or detached;
- (b) recreational facilities, including but not limited to tennis courts, swimming pools, playgrounds, and parks for the private use of the prospective residents;
- (c) open space;
- (d) commercial recreational facilities (private or public) that are compatible with the proposed residential units;
- (e) in especially scenic coastal areas, visitor-serving commercial facilities, i.e., a motel or restaurant. The

City shall reserve the right to reduce the residential density to accommodate facilities that provide overnight lodging, if necessary.

- (f) convenience establishments of a commercial and service nature such as a neighborhood store designed and built as an integral part of the general plan of development for the Planned Unit Development and providing facilities primarily designed to serve the needs of prospective residences. The architectural style or design of the buildings shall complement the existing style and character of the area.

Policy 2-4: In the case of residential development the City shall specify the maximum density of development permitted under the Planned Unit Development designation at the time this designation is adopted for a particular parcel(s) unless already specified in the land use plan. Determination of an appropriate density shall take into account all of the factors listed in Policy 2-2 and shall be compatible with the density and character of surrounding land uses.

Policy 2-5: The amount of public, private, and common open space in a Planned Unit Development shall be specified in the development plan. The required amount of common open space shall be at least twenty (20) percent of the gross area. The City shall determine the amount of public open space required for coastal access and recreation and protection of public views, if not specified elsewhere in this plan, but in no case shall it be less than twenty (20) percent of the gross area.

Open space shall be defined as follows:

- (a) Public open space shall include but not be limited to public parks and parking lots, beaches, access corridors such as bike paths, hiking or equestrian trails, usable natural areas, and vista points which are accessible to members of the general public. Public open space shall not include areas which are unusable for recreational purposes, i.e., private or public streets, private parking lots, hazardous areas such as steep slopes and bluff faces, etc.
- (b) Common open space shall include but not be limited to recreational areas and facilities for the use of the prospective residents of the project such as tennis courts, swimming pools, playgrounds, community gardens, landscaped areas for common use, or other open areas of the site needed for the protection of the habitat, archaeological, scenic, or other resources. Common open space shall not include driveways, parking lots, private patios, and yards, or other developed areas.
- (c) Private open space shall include but not be limited to patios, decks, and yards for the private use of the residents of individual units.

3.2.4 PROPOSED LAND USES FOR CARPINTERIA BLUFFS

The undeveloped portion of the Carpinteria bluffs within the City limits includes the Exxon parcels (APN 1-170-10,13); the Chevron parcels (APN 1-170-9,12; 1-180-13, 15, 17, 49, 50, 53, 55); a one-acre parcel east of Bailard Avenue under separate ownership (APN 1-180-52); two "island" parcels located between U.S. 101 and Carpinteria Avenue; and several non-contiguous parcels further east (APN 1-180-19, 21, 32, 33). The Exxon and Chevron parcels collectively provide some 72 acres of contiguous open lands. Two vacant parcels further east (approximately 3 acres each) alternate with existing industrial park uses; a narrow band of land between the railroad and the mean high tide line provides the only linkage between these undeveloped parcels and other sections of the bluffs. Just inside the City's eastern boundary is another vacant parcel (APN 1-210-20), which is contiguous with the unincorporated parcels (APN 1-210-13, 16, 23, 24) currently owned by Hancock and Ferry. These parcels comprise approximately 24 acres. Thus, the bluffs can be viewed as three planning subareas as shown on Figure 1: the Exxon and Chevron parcels (Area I - 72 acres); the partially developed industrial park area bounded by the 7-Up bottling facility and Infrared Industries (Area II); and another block of 24 undeveloped acres bordering Infrared and extending into the unincorporated area (Area III).

All of the bluff parcels within the City are currently zoned for Planned Unit Development (PUD) with the exception of the Exxon parcels, which are zoned for a combination of industrial, residential, and open space uses. Under the PUD zone, residential, commercial, and industrial uses are permitted.

The resources of the area include a low tide beach at the base of the bluffs, extending from the Chevron pier to Rincon Point, intertidal pools, and harbor seal hauling grounds on a pocket of dry sandy beach in the vicinity of the pier. Protection of these habitat resources is addressed in Policies 9-8 through 9-12. The upland terrain is a mixture of undulating grassy fields, some flat, barren areas, and steep knolls in the easternmost section. A row of eucalyptus trees lines a portion of the Chevron property, buffering it from the railroad. Dry sandy beaches exist to the west at Carpinteria State Beach Park and City Beach, and to the east at the County's Rincon Park. An access road extends from the bluffs to the beach on the Exxon parcel, providing the only access to the beach from Carpinteria bluffs. Since the beach below the bluffs is usable at low tide only and contains sensitive habitat areas, provision for major public access and recreational use of the beach is not proposed in the land use plan for the area. Instead, the plan emphasizes coastal-related recreational use of the upland area.

Above and to the west of Rincon Beach County Park, the railroad winds its way along the first tier of bluffs and climbs to the blufftop along the Chevron and Exxon parcels. The railroad is a barrier and potential liability for access to the bluff edge throughout the area. However, an existing footpath spans the entire length of the bluffs (east to west), paralleling the bluff edge north of the railroad right

CARPINTERIA BLUFFS

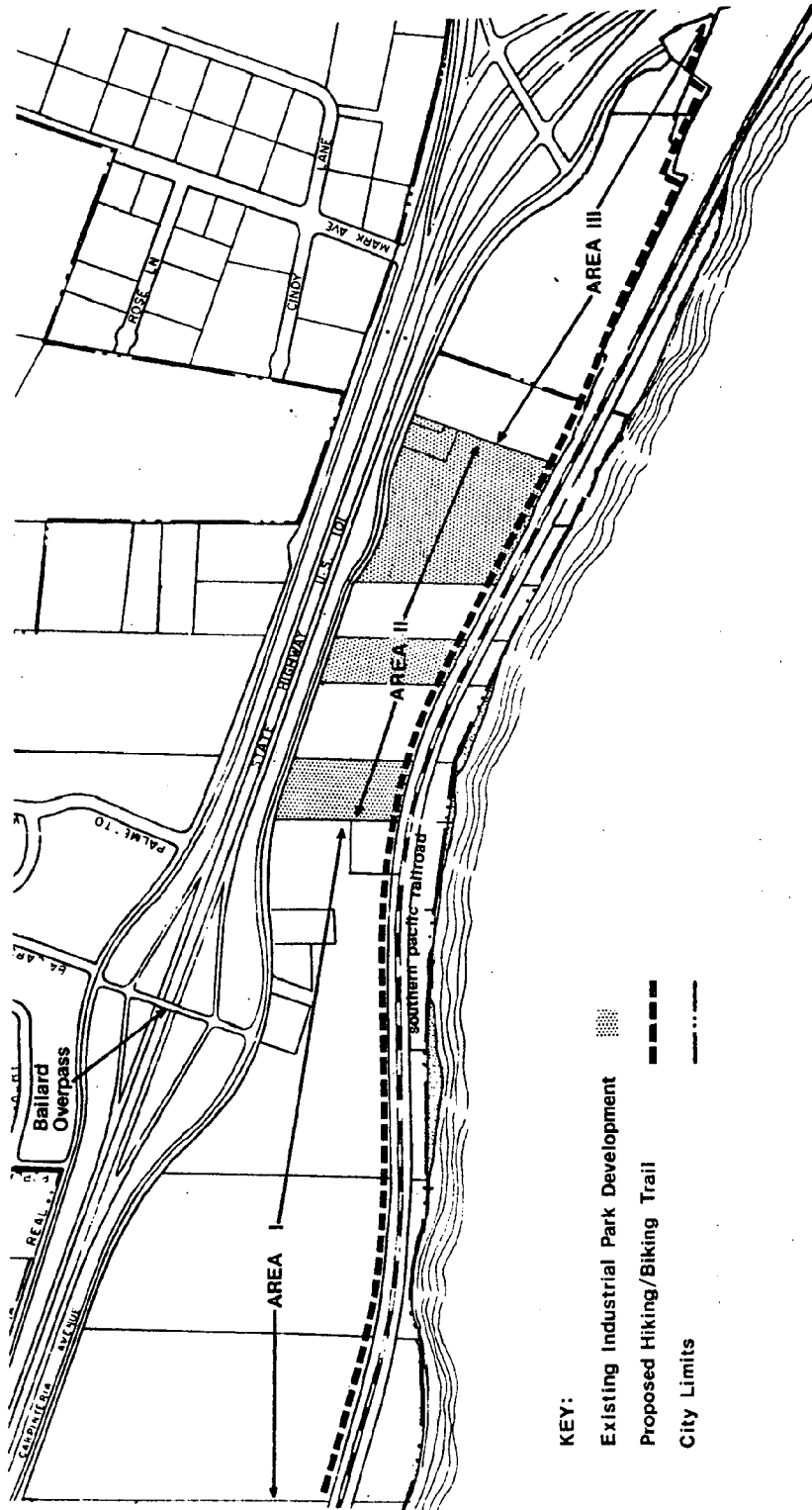


FIGURE 1

of way. There are panoramic views of the ocean and Channel Islands at frequent intervals along this path, as well as impressive views of the foothills and Santa Ynez Mountains.

The northern boundaries of all of the parcels on Carpinteria bluffs front Carpinteria Avenue, which connects the area with the downtown commercial section of the City. In addition, the bluffs have direct access to Highway 101 via the Bailard Avenue interchange, and to Highway 150 (to Ojai) via the Camino Carreta interchange, a decided advantage for visitor-serving and highway-oriented commercial ventures.

The agricultural potential of the bluffs is severely restricted because of the area's non-prime soils, on-shore wind conditions, and surrounding urban uses. Consequently, the entire bluffs area from the existing Chevron oil processing and storage facility to the unincorporated Hancock and Ferry parcels has been included within the urban boundary (see Figure 2, Section 3.8).

While there are no major constraints to urban development on the bluffs, factors such as the presence of the Red Mountain Earthquake Fault and bluff erosion will need to be addressed in future development projects (see Policies 3-4 to 3-10).

The Carpinteria bluffs are a valuable coastal resource because of the area's adjacency to the ocean, the scenic quality and open space which the bluffs provide for the surrounding urban area, and the opportunities afforded for coastal-related recreation. Future piecemeal development should be prevented and a coordinated plan for the total area developed so that individual projects will be designed to complement each other. To this end, in addition to the land uses designated for each subarea of the bluffs (see below), conditions for development are set forth (Policies 2-6 through 2-17). These land uses and standards for development will work together to ensure an appropriate level of beach access, opportunities for local as well as visitor-serving recreation, the maximum amount of open space, protection of the visual and scenic qualities of the site, and provision of new housing opportunities.

AREA I - LAND USE

In the pre-hearing and hearing drafts of the land use plan, two alternatives were proposed for Area I: public open space and recreation, and planned development. To implement the public open space and recreation alternative, it was noted that the City would have to act as the lead agency in seeking public funds to acquire all or portions of the area. Given that public funds are very limited for the acquisition of open space and that other beach areas within the City have higher priority for acquisition at this time (see Policy 7-5), the planned unit development alternative was selected as the best alternative for Area I, with dedication of open space and provision of public recreational facilities a condition for any development that should occur.

Excluding the public acquisition alternative, planned unit development (PUD) would be the most appropriate land use designation for this area of the bluffs because of the area's ability to support a variety of uses, including residential, community recreation, and limited visitor-serving facilities.

Residential uses on this segment of the bluffs would minimize the impacts of urban sprawl since this area is closest to the downtown shopping district, schools, and other urban services. The area would also be appropriate for needed community recreation facilities such as a swimming pool, racquetball and tennis courts, or other complementary uses that could be shared by prospective residents and the general public. Such recreational opportunities could also complement limited visitor-serving accommodations, e.g., a motel and/or restaurant, as well as the visitor-serving development proposed for Area III (see below). In addition, because the area now provides valuable open space and views to the ocean for the surrounding urban neighborhoods and travellers on Highway 101, provision of public open space in the form of a hiking/biking trail, a shoreline park for low intensity recreation, and identified view corridors will be essential. Thus, Area I would be designated for Planned Unit Development (PUD) that would be subject to all of the conditions of the PUD land use designation (Policies 2-1 to 2-5) as well as the conditions listed below.

AREA II - LAND USE

Since Area II is already partially developed with industrial park uses, infilling of the two remaining vacant parcels with compatible uses would be appropriate. Although coastal dependent industry is a priority land use under the Coastal Act (see Section 3.6), it would not be an appropriate land use designation for these parcels because of conflicts with the adjacent industrial park uses and the area's blufftop location, which separates it from the beach. Under the land use plan, coastal dependent industry is proposed for the existing Chevron facility adjacent to Area I on the west as well as the boat works and welding shop north of the Chevron facility on Carpinteria Avenue. Area II is, therefore, designated as industrial park on the land use plan map. In future development projects, the existing footpath that passes through the southern portion of these parcels will need to be protected for public use through dedication of a 20-foot corridor.

AREA III - LAND USE

The easternmost portion of the bluffs (Area III) could reasonably be developed for visitor-serving uses because of the area's access to Highway 101, ocean views, proximity to Rincon County Park, and more remote location which would minimize conflicts with the residential uses proposed for Area I. The land use plan calls for a resort-type of development which could include a hotel, motel or lodge with restaurant, tourist commercial and other visitor-serving amenities. The development should be of moderate scale in the range of 100 to 200 units, maximum two stories in height. In recent years, concern has been expressed that overdevelopment of visitor-serving facilities could occur in Carpinteria at the expense of local commercial activity and community needs. In general, the area's ability to support additional visitor-serving facilities on a year-round basis has been questioned. While provision for some additional visitor-serving uses on the bluffs should be made, proliferation of such uses should be prevented. In addition to requiring a limited amount of visitor-serving facilities in Area I, allowing for one centralized resort development on this 24-acre site would accomplish this objective.

Conditions for Development of Carpinteria Bluffs

The following conditions shall apply to development on all areas of the bluffs (Areas I, II, and III):

Policy 2-6: Planning for Areas I, II, and III of the Carpinteria bluffs (Figure 1) shall be coordinated. "Specific plans" (ref. Sections 65450 and 65451 of the Government Code) shall be prepared for Area I and Area III and environmental review of the specific plans shall be conducted prior to preparation of development plans. At least one motel/restaurant complex which is economically accessible to the majority of the general public shall be included in either Area I or Area III. Scale models of the proposed projects shall be included with the development plans for Areas I and III at the time of submittal to the City. Development plans for Area II shall be coordinated with the specific plans for Areas I and III to the maximum extent possible.

Policy 2-7: Dedication of a surface easement over the following lands for public use shall be a minimum requirement:

- (a) a corridor, minimum 20 feet in width, paralleling the northern right-of-way of the Southern Pacific Railroad, for a hiking/biking trail. To minimize alterations to natural topography and vegetation and to take advantage of scenic vista points, the exact location and width of the corridor shall be determined by the City. The trail shall be of sufficient width to accommodate a separated bike path and pedestrian trail. Motorized vehicles shall not be permitted on the trail, except for maintenance purposes. (See also Policy 7-5.)
- (b) a minimum of one public access corridor each in Areas I and III of the bluffs, connecting Carpinteria Avenue with the proposed bluffs trail.
- (c) all lands south of the Southern Pacific Railroad and north of the mean high tide line.

Policy 2-8: Recreational vehicle campgrounds shall not be a permitted use in the area since such facilities are adequately provided for at Carpinteria State Beach Park.

Policy 2-9: To the maximum extent possible, drought-resistant vegetation shall be used for landscaping.

In addition, the following conditions shall apply to specific subareas of the bluffs:

Area I

Policy 2-10: Dependent on the interrelationship of the mixed land uses which may be proposed for Area I, the City may permit residential land uses at densities between 2 to 6 residential dwelling units per gross acre of land area. Affordable moderate income housing shall to the maximum extent feasible be included in the development pursuant to Section 3.5 herein.

In addition, a minimum of three acres shall be developed for visitor-serving commercial uses (see Appendix B for land use definition).

Policy 2-11: At least 40 percent of the gross area shall be retained in public and common open space (see Policy 2-5). As part of the public open space requirement, a shoreline park, approximately 200 feet in width, located north of the Southern Pacific Railroad and running east/west, shall be provided. Dedication of the hiking/biking trail required under Policy 2-7(a) may also be counted toward the public open space requirement. The costs of improving the park and the trail shall be borne by the applicant.

Common open space in Area I shall include the development of public recreational facilities (e.g., olympic-size swimming pool, racquetball, handball, tennis courts, etc., or any combination of such facilities). These facilities shall be made available for use by the general public.

Concerning the lands to be dedicated between the Southern Pacific Railroad and the mean high tide line under Policy 2-7(c), the dry sand beach and bluff face shall not be credited toward either public or common open space. The approximately 4.13 acres of the Exxon parcel (APN 1-170-10) located south of the railroad may be retained as public open space or developed for visitor-serving uses, e.g., a restaurant, subject to a conditional use permit. If visitor-serving development is permitted on this parcel, the area shall not be credited toward meeting open space requirements. In addition, the height, scale, and design of the development shall be compatible with the character of the surrounding natural environment. The need for this provision for possible visitor-serving uses on the Exxon parcel shall be re-evaluated when the land use plan is reviewed in five years.

Policy 2-12: To preserve open space and minimize the impact of development on views to the ocean and foothills from the proposed trail and from Carpinteria Avenue, flexible design including the clustering of units, use of single story units, spacing of units, and setbacks shall be used to the maximum extent possible. (See also Section 3.4, Policy 4.1.)

Policy 2-13: Existing trees, including the eucalyptus trees along the bluff edge, groves of internal trees and trees adjacent to Carpinteria Avenue shall not be removed except where they pose a safety hazard, or when it is determined that their removal is necessary in keeping with good landscaping practices.

Area III

Policy 2-14: In keeping with the intent of this section, moderate scale overnight lodging facilities shall be permitted.

Policy 2-15: Permitted uses shall include a hotel, motel, or lodge with restaurant(s), tourist commercial, and other visitor-serving amenities. The design and scale of the development shall be compatible with the surrounding area.

Policy 2-16: A visitor-serving development which does not at least in part require a coastal location in order to operate shall not be permitted.

Policy 2-17: The applicant shall provide a safe, public access to Rincon County Park from the proposed development, if feasible, and shall improve the hiking/biking trail required under Policy 2-7(a) as part of the development project.

3.2.5 DEVELOPMENT ADJACENT TO CARPINTERIA MARSH

The area bounded by the City's existing western limits, Third Street, and Ash Avenue (APN 3-461-01, 3-462-01, 3-470-01, 13) borders Carpinteria Marsh, a major coastal wetland (see Section 3.9). Development in this area will, therefore, be affected by Habitat Policies 9-1 to 9-5 of the land use plan. While a 100-foot buffer is required around the upland limits of all wetland habitats in the coastal zone (Policy 9-4), the actual location of this buffer for Carpinteria Marsh has not been established. Field work will be necessary to determine the upland limits of the marsh and whether portions of the parcels west of Ash Avenue fall within the required buffer. In any case, new development in the area west of Ash Avenue will need to be sited and designed so that adverse impacts (i.e., water runoff, noise, access by pedestrians, dogs, and cats) on the marsh are prevented (Policy 9-5).

The northerly parcels in this area (APN 3-461-01 and 3-462-01) are no longer subject to flooding, since fill dirt has been deposited in the area, raising the ground elevation. This area could be restored as a fully functioning tidal marsh by removing previously placed fill and allowing tidal inflow (California Department of Fish and Game). However, in their present condition, these parcels could support a more intensive type of development than the parcels to the south (APN 3-470-01, 13), which are still susceptible to flooding during some seasons of the year.

The southern tip of this area is contiguous with the beach. Ash Avenue is one of four streets in the southwestern section of the City that terminate at the beach. Limited public parking is provided at these points and along other public streets in the vicinity. Recently, local residents have expressed a need for additional parking and restroom facilities in the beach area (the closest public restrooms are at the State Beach Park).

Because of the area's association with Carpinteria Marsh and, at the same time, its proximity to the beach and potential for recreational support uses, additional conditions for future development and use of this area are needed.

POLICIES

Policy 2-18: The City shall pursue available funding sources (including Coastal Conservancy) to determine the extent to which the area bounded by Ash Avenue, Third Street, and the City's western boundary may reasonably be restored as a fully-functioning tidal marsh and to what extent this area lies within the public trust. Pending the results of these determinations, the City shall pursue funds for public acquisition of the area, if necessary, by no later than

January 1, 1985. If the City is unable to make the above determinations and/or acquire the area by January 1, 1985, Policies 2-19 through 2-25 shall apply.

- Policy 2-19: Planning for the area bounded by the City's existing western boundary, Third Street, and Ash Avenue shall be coordinated. A "specific plan" (ref. Sections 65450 and 65451 of the Government Code) shall be prepared and environmental review of the plan shall be conducted prior to preparation of a development plan. Policies 2-19 through 2-25 shall be addressed in the specific plan for the area.
- Policy 2-20: Since the ground elevation of the northerly parcels (APN 3-461-01 and 3-462-01) is above flood level, these parcels should be developed for residential use of moderate density, maximum 12 units per acre. Development should be clustered along Ash Avenue and open space should be provided along the City's western boundary to serve as a buffer around the marsh.
- Policy 2-21: Because the southern parcels (APN 3-470-01, 13) are subject to flooding at certain times of the year and are located close to the beach, these parcels should be designated for recreational use. The development plan shall include preservation of a passive water-oriented open space on the west with parking and restroom facilities located along Ash Avenue.
- Policy 2-22: As a condition to development, field work conducted by a qualified biologist will be necessary to establish the upland limits of Carpinteria Marsh in the area west of Ash Avenue and determine whether portions of this area fall within the limits of the marsh or the required 100-foot buffer.
- Policy 2-23: All development shall be sited and designed in such a way that runoff from impervious surfaces is not channeled either directly or indirectly into Carpinteria Marsh.
- Policy 2-24: The existing drainage channel along the west side of Ash Avenue shall be improved.
- Policy 2-25: Development shall include landscaping and a 5-foot high fence along the western periphery to prevent human intrusion.

3.2.6 GENERAL DEVELOPMENT POLICIES

The following general policies shall apply to all new development in the City:

- Policy 2-26: All development, including agriculture, adjacent to areas designated on the land use plan maps as habitat areas, adjacent to oceanfronting parks and recreation areas, or contiguous to coastal waters, shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to setbacks, buffer zones,

grading controls, noise restrictions, and maintenance of natural vegetation. (See Section 3.9 for policies affecting specific habitat areas.)

- Policy 2-27: Resource conserving water devices shall be used in all new development.
- Policy 2-28: Prior to issuance of a development permit, the City shall make the finding, based on information provided by the applicant or other agencies that adequate services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.
- Policy 2-29: The City shall reserve the right to reduce the density specified in the land use plan for a particular parcel if it is determined that such reduction is warranted by conditions specifically applicable to the site, such as topography, geologic or flood hazards, habitat areas, or steep slopes, particularly when such constraints are indicated by the overlay designations on the land use plan maps.

3.3 HAZARDS

3.3.1 COASTAL ACT POLICIES

30253. New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

30250(b). New hazardous industrial development shall be located away from existing developed areas.

3.3.2 COASTAL PLANNING ISSUES

The Coastal Act requires that the risks to new development be minimized. Moreover, it specifies that new development must be located and built neither to "create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs."

Flood Hazard

Once highly susceptible to flooding, the City of Carpinteria was little affected by the severe winter rains of 1978, as a result of recent flood control projects conducted by the Santa Barbara County Flood Control and Water Conservation District, the U. S. Corps of Engineers, and by the U. S. Soil Conservation Service. Construction of debris dams and silt basins in the foothills and the channelization of Franklin and Santa Monica Creeks have greatly reduced the 100-year flood plain areas in the City. These areas are currently confined to the southern perimeter of the parcel occupied by Carpinteria High School, an area north of El Carro Lane and east of Linden Avenue, along Highway 101, and along Carpinteria Creek.

According to the City's Subdivision Ordinance, all proposed subdivision projects are reviewed by Santa Barbara County Flood Control to determine appropriate mitigating measures if the proposed development is located in a flood hazard area. County flood hazard standards are based on the 100-year flood, the national standard adopted by the Federal Insurance Administration for purposes of flood plain management. The 100-year "flood plain" is comprised of a "floodway" and a "floodway fringe." The floodway is the channel of a stream, plus any adjacent flood plain areas, which must be kept free of encroachment in order that the 100-year flood be carried without substantial increases in flood heights. As minimum standards, increases in flood heights are limited to 1.0 foot, provided that hazardous velocities are not produced. The area between the floodway and the boundary of the 100-year flood is termed the floodway fringe. This area encompasses that

portion of the flood plain that could be completely obstructed without increasing the water surface elevation of the 100-year flood more than 1.0 foot at any point.

New regulations covering all development within the 100-year flood plains, County-wide, have been formulated. The Flood Plain Management Ordinance, Chapter 15-A of the County Code, has been adopted in order to comply with the requirements of the HUD-sponsored Federal Flood Insurance Program in which the County is a participant.

For individual units located in the 100-year flood plain, the City has initiated Flood Plain Management Measures which include verification by the City that the finish grade of the lot and first floor elevation of the dwelling meet flood control regulations. These measures were developed to establish the City's compliance with provisions of the National Flood Insurance Program.

Geologic Hazards

Geologic hazards include seismic hazards (surface ruptures, liquefaction, severe ground shaking, tsunami runup), landslides, soil erosion, expansive soils, and subsidence. Since these hazards can affect both life and property, additional siting criteria or special engineering measures are needed to compensate for these hazards.

The entire City has a high seismic hazard rating, a condition which exists for most of the South Coast. Three "potentially active" faults (i.e., movement between 11,000 and 500,000 years) are located within the City. Rincon Creek Fault extends from Sandyland Cove through the downtown section of the City and into the Valley behind the industrial park. Portions of the Carpinteria and Red Mountain Faults are located under the ocean; other sections are located onshore, generally paralleling the bluffs and shoreline. The City does not impose conditions above those required in the building code on development located on or adjacent to earthquake faults.

High groundwater, liquefaction, and tsunami runup potential affect much of the City. High groundwater is primarily a problem for agriculture in the unincorporated area adjacent to the City's western and northern boundaries.

The City's Department of Public Works requires a geologic and soil engineering report for obtaining a grading permit in hazardous areas, as a provision of Subdivision Ordinance No. 212. This requirement is also extended to individual projects on a case-by-case basis as necessary.

Bluff and Beach Erosion

Because of the configuration of the bluffs and beaches within the City and the location of the railroad, the effect of bluff and beach erosion on development sited on or near the shoreline has not been a

problem in Carpinteria. Although residences sited on the south side of Sandyland Avenue front the dry sandy beach, no protective devices (seawalls, groins, etc.) have been required to date and are not expected to be necessary for the foreseeable future. Within the State Beach Park, boulders have been used to reinforce portions of the shoreline. On the Carpinteria bluffs, the railroad is located at the edge of the bluff top, descending to a lower tier of the bluffs in the eastern section. Reinforcement of the bluffs has also been necessary in this area.

3.3.3. POLICIES

Seawalls and Shoreline Structures

- Policy 3-1: Seawalls shall not be permitted unless the City has determined that there are no other less environmentally damaging alternatives for protection of existing development. Where permitted, seawall design and construction shall respect to the degree possible natural land forms. Adequate provision for lateral beach access shall be made and the project shall be designed to minimize visual impacts by use of appropriate colors and materials.
- Policy 3-2: Revetments, groins, cliff retaining walls, pipelines, outfalls, and other such construction that may alter natural shoreline processes shall be permitted when designed to eliminate or mitigate adverse impacts on local shoreline sand supply and so as not to block lateral beach access.
- Policy 3-3: To avoid the need for future protective devices that could impact sand movement and supply, no permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers.

Bluff Protection

- Policy 3-4: In areas of new development, above-ground structures shall be set back a sufficient distance from the bluff edge to be safe from the threat of bluff erosion for a minimum of 100 years. The City shall determine the required setback; a geologic report may be required by the City in order to make this determination. (See also Policy 4-1, Section 3-4.)
- Policy 3-5: Within the required bluff top setback, drought tolerant vegetation shall be maintained. Grading, as may be required to establish proper drainage or to install landscaping, and minor improvements (i.e., patios and fences) that do not impact public views or bluff stability may be permitted.

- Policy 3-6: Development and activity of any kind beyond the required bluff top setback shall be constructed to insure that all surface and subsurface drainage shall not contribute to the erosion of the bluff face or the stability of the bluff itself.
- Policy 3-7: No development shall be permitted on the bluff face, except for engineered staircases or accessways to provide public beach access, and pipelines for scientific research or coastal dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face.

Geologic Hazards

Due to the presence of earthquake faults, the entire South Coast area lies within a high seismic hazard zone. Within this area, known faults, tsunami runup areas, and landslide areas are mapped. (These maps are on file in the City Planning Department.) The following policies shall apply in addition to the regulations and performance standards established in the City Grading Ordinance (Article IV, Chapter 6 of the City's Municipal Code).

- Policy 3-8: Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impacts of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.
- Policy 3-9: Water, gas, sewer, electrical, or crude oil transmission and distribution lines which cross fault lines shall be subject to additional safety standards, including emergency shutoff where applicable.
- Policy 3-10: Major structures such as schools, hospitals, or communications facilities shall be sited a minimum of 50 feet from a potentially active earthquake fault. Greater setbacks may be required if local geologic conditions warrant.

Flood Hazard Area Designation

The intent of the Flood Hazard Area Designation is to avoid exposing new developments to flood hazard and reduce the need for future flood control protective works and resulting alteration of stream and wetland environments by regulating development within the 100-year flood plain. The

flood hazard areas designated on the overlay maps fall within the 100-year flood zone boundaries as mapped by the Federal Insurance Administration (U. S. Department of Housing and Urban Development). In addition to the City's Flood Management Measures currently in effect, the City shall review all development in flood hazard designated areas for conformance with the following policies:

Policy 3-11: All new development, including construction, excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with HUD regulations are provided. (Portions of a floodway which are located within a stream corridor as defined in Section 3.9 shall be subject to Policies 9-15 to 9-20.) If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finish floor elevations are above the projected 100-year flood elevation, as specified in the City's Flood Plain Management Plan.

Policy 3-12: Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelizations, etc.

3.3.4 HILLSIDE AND WATERSHED PROTECTION

Coastal Act Policies

In addition to Section 30253 which requires that new development neither create nor contribute significantly to erosion, the Act requires that biological productivity and quality of coastal waters, streams, and wetlands be maintained and that development be sited to minimize alteration of natural landforms.

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Implementation of these sections of the Act will require regulation of development on hillsides and watersheds.

Background

Disturbance of hillsides and watershed lands (see Appendix A for definitions)* can result in the loss of soil and slope stability as well as increased erosion. The removal of vegetation deprives the soil of the stabilizing function of roots and this loss of soil stability increases erosion and thus lowers downstream water quality as a result of siltation. Wetlands and streams are particularly impacted by increased siltation. Heavy rains on unstable slopes can produce landslides, slumps, and flows, especially in steeply sloping areas.

Disturbance of hillsides and watershed lands from development may also alter the natural drainage pattern and thus produce increased runoff and erosion. Removal of vegetative cover decreases percolation of precipitation into the soil, thereby reducing the amount of groundwater recharge and adding water to runoff that would ordinarily be transpired by trees and shrubs. Construction of impervious surfaces, such as roads and buildings, decreases the amount of groundwater percolation and thus increases the amount of runoff. Increased runoff, in addition to producing intensified erosion, also creates downstream flood hazards. Moreover, runoff from land surfaces is often contaminated with a variety of industrial, agricultural, commercial, or household residues. The most serious pollution problems often result from persistent erosion of soil, from fertilizers and biocides applied to the land, and from nutrients and toxic substances in watershed discharges. Estuaries are the termini for coastal watershed drainage systems and therefore such substances tend to concentrate in them.

Protection of hillsides and watersheds is, therefore, necessary to (1) minimize risks to life and property from flooding, slope failure, and landslides; (2) insure continued biological productivity of coastal streams and wetlands; (3) protect groundwater resources; and (4) preserve scenic values.

Policies

In order to ensure the long-term preservation of the biological productivity of streams and wetlands, protection of visual resources, and the prevention of hazards to life and property, the following policies shall apply to all construction and development, including grading and removal of major vegetation, on slopes greater than 20 percent and on lands within the watershed of any coastal stream or wetland.

Policy 3-13: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.

*A large part of the City is located within the watershed of Carpinteria Marsh, including all City areas west of Ash Avenue and north of Carpinteria Avenue as far east as Casitas Pass Road. (See also Section 3.9, Policies 9-4 and 9-5.)

- Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural landforms and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development as evidenced by competent soils, geology, and hydrology investigation and reports shall remain in open space.
- Policy 3-15: For necessary grading operations, the smallest practical area of land shall be exposed at any one time during the development phase, and the length of exposure shall be kept to the shortest practicable amount of time. The clearing of land shall be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes shall be in place before the beginning of the rainy season.
- Policy 3-16: Sediment basins (including debris basins, desilting basins, or silt traps) shall be required in conjunction with the initial grading operations and maintained throughout the development process. All sediment shall be retained on site unless removed to an appropriate disposal location.
- Policy 3-17: Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes in a completed development shall be stabilized immediately with planting of native annual grasses and shrubs, or appropriate non-native plants with accepted landscaping practices.
- Policy 3-18: Provision shall be made to conduct surface runoff waters that will occur as a result of development to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development.
- Policy 3-19: Degradation of the water quality of groundwater basins nearby streams or wetlands shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage, and other harmful waste shall not be discharged into or alongside coastal streams or wetlands during or after construction.

3.4 VISUAL RESOURCES

3.4.1 COASTAL ACT POLICIES

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

3.4.2 PLANNING ISSUES

The visual resources of the City include its beaches, coastal bluffs, and streams. In addition, views of the agricultural lands and foothills of the Carpinteria Valley are a valuable asset to City residents and visitors. These resources are vulnerable to degradation through improper location and scale of building development, blockage of coastal views, alteration of natural land forms by improper cutting, grading, and filling practices, and by poor design or placement of roadside signs and utility lines. The primary concern of the Coastal Act is to protect views to these scenic resources from public areas such as highways, roads, beaches, parks, coastal trails and accessways, and vista points.

U. S. Highway 101 turns inland at Rincon Point, bisecting the City of Carpinteria. As a consequence, travelers are afforded only distant views of the ocean on the horizon across undeveloped portions of the Carpinteria bluffs; there are no views of the beach or surf from Highway 101 within the City. To the north, however, an open vista of the rural lands of the Carpinteria Valley and foothills of the Santa Ynez Mountains is relatively unmarred by the residential subdivisions and other urban development that line the freeway.

Views to the ocean from other public streets within the City are confined to Linden Avenue, the south side of Sandyland Avenue, Calle Arena, and several other points in the Concha Loma area. These areas are almost completely built out with commercial or residential structures. However, development of the remaining parcels in these areas needs to be carefully evaluated to protect views to the ocean from public streets.

The most outstanding panoramic views of the ocean and Channel Islands in the City are from the privately-owned blufftops in the eastern portion of the City (Carpinteria bluffs). An existing foot path wanders along the blufftop from the Exxon property to the City's eastern limits and on into the unincorporated area. From this trail, there are spectacular vista points from the Exxon property, in back of the 7-Up and Infrared facilities, and from undeveloped parcels on either side of the City's eastern boundary

line. Also, from most vantage points along the blufftop trail, the foothills to the north provide a most impressive backdrop.

Carpinteria is a small beach-oriented community. In the downtown section of the City south of Highway 101, small retail shops along Linden and Carpinteria Avenues, City landmarks such as the Library, Justice Court, and Historical Museum, quaint older homes, and high density residential units near the beach are concentrated in a compact area, characteristic of a small town. A development plan for the commercial core area was prepared in 1975. As redevelopment of the downtown area occurs, Carpinteria will have an opportunity to achieve greater architectural character.

Responsibility for addressing visual resource considerations rests primarily with the City's Architectural Review Board (ARB) at this time. According to City Ordinance 201, all projects other than single family residences are reviewed by the ARB. The ordinance also establishes architectural review standards, which include landscaping, building scale and shape, colors, relationship of buildings to topography, and provision of open space.

Other provisions for protecting visual and scenic qualities are contained in the Commercial Planned Development (CPD) zone (Ordinance No. 204), the Design Review (DR) zone and regulations for the use of signs (Ordinance No. 41), and the Subdivision Ordinance (No. 212). In both the CPD and Subdivision ordinances, installation of utilities underground is required. In addition, the CPD ordinance sets forth specific sign requirements for all commercial uses. Also, according to the City's zoning ordinance, all billboards and outdoor advertising signs are prohibited. There are a number of billboards along Highway 101 within the City that were in place before the City's incorporation in 1965 and have remained in existence despite the County's and City's efforts to have them removed. Although the County passed an ordinance in 1957 requiring the removal of billboards in the unincorporated area within five years and later filed suit in 1962, the billboards were still in place at the time of the City's incorporation. The City followed with an ordinance giving effect to the Court's judgment requiring removal of the billboards and has been in litigation over this matter since 1974. Existing billboards which block or detract from views of scenic resources such as beaches, bluffs, or rural lands of the Carpinteria Valley are not consistent with Coastal Act goals of protecting the visual and scenic qualities of coastal areas.

The City has generally adopted County setback and building height standards. Thus, a 35-foot building height limit exists for all commercial, single family, and multiple unit structures up to 15 units per acre; a 45-foot limit is prescribed for multiple structures up to 25 units per acre and for most industrial buildings. There are no specific provisions for restricting building height, increasing setbacks (e.g., in the case of blufftop development), requiring clustering of units, or providing open space to protect the City's coastal visual resources, i.e., bluffs, beaches streams, and views to the foothills, however, these considerations are normally addressed in the conditions of development in the DR, PUD, DMX and CPD zones.

3.4.3 POLICIES

Policy 4-1: Broad unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. 101, shall be preserved to the extent feasible. In addition, new development that is located on or adjacent to bluffs, beaches, or streams, or adjacent to Carpinteria Marsh shall be designed and sited to prevent adverse impacts on the visual quality of these resources. To preserve views and protect these visual resources, new development shall be subject to all of the following measures:

- (a) Provision for clustering development to minimize alterations to topography or to avoid obstruction of views to the ocean.
- (b) Height restrictions to avoid obstruction of existing views of the ocean from the nearest public street.
- (c) In addition to the bluff setback required for safety (Policy 3-4), additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Blufftop structures shall be set back from the bluff edge sufficiently far to insure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall be located no closer to the bluff's edge than the adjacent structures.
- (d) Special landscaping requirements to mitigate visual impacts.

Policy 4-2: New development, or redevelopment, in the downtown section of Carpinteria shall be in conformance with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community.

Policy 4-3: The City shall continue to pursue the removal of existing billboards along U.S. Highway 101 within the City which block or detract from views of scenic resources.

NOTE: There are policies in other sections of the plan, which, if implemented, will result in protection of coastal visual resources. These include policies for planned development (Section 3.2), protection of bluffs, hillsides, and watersheds (Section 3.3), and preservation of habitat resources (Section 3.9).

3.5 HOUSING

3.5.1 COASTAL ACT POLICIES

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided.... New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

3.5.2 PLANNING ISSUES

The housing policies of the Coastal Act focus primarily on the needs of persons of low and moderate income (see Appendix A). Substantial housing opportunities for these income groups currently exist in the City of Carpinteria. As of June 1978, 56 percent of the City's housing stock was in multiple units or mobile homes, the result of a 39 percent increase in the number of dwellings of five units or more from 1975 to 1978. The trend toward construction of new multiple units has been prompted by the need for affordable housing for all economic levels, as single family housing costs have soared in recent years. These and other existing housing opportunities for persons of low and moderate income need to be protected. New low and moderate income housing units will also be necessary to meet the needs of the community. At present, the City is providing some housing assistance to persons of low and moderate income through the Federal rent subsidy program. Additional City housing policies will be required to address the policies of the Coastal Act, as will be borne out in the following discussion.

Protecting Existing Low and Moderate Income Housing

The Coastal Act requires that existing low and moderate income housing opportunities be protected. Many of these housing opportunities are found in multiple-unit apartment complexes and in older residential neighborhoods where the housing stock, including both single family and multiple units, is often in poor condition. Removal of these housing opportunities, either through conversion of comparatively lower cost apartment rentals to more expensive owner-occupied units or demolition of existing units, can displace low and moderate income people if adequate housing alternatives are not available within the local area.

Rehabilitation

Older dwelling units in need of major repair currently provide housing opportunities for persons of low and moderate income in the City of Carpinteria. According to a housing condition survey conducted by City Planning staff in June 1978, the condition of the City's housing stock is as follows:

| <u>Housing Condition*</u> | <u>Number of Units</u> | <u>%</u> |
|---------------------------|------------------------|------------|
| A | 1,236 | 34 |
| B | 1,641 | 45 |
| C | 462 | 13 |
| D | 283 | 8 |
| | <u>3,622**</u> | <u>100</u> |

Housing in need of major repair but capable of being rehabilitated is generally classified as "C" condition. As shown, 13 percent of the City's housing stock falls under this category; 91 percent of these units are located in the area south of Highway 101, between the City's western boundary and Carpinteria Creek (Appendix A). Over half (56 percent) of the dwelling units in this area that are in need of rehabilitation are single family residences. Because of the high degree of concentration of these units within the "downtown" section of the City, this area is a prime target for a rehabilitation program, possibly funded through Community Development Block Grant funds.

Demolition and Replacement of Low and Moderate Income Housing

Demolition of dilapidated housing ("D" condition) is sometimes required for health and safety or redevelopment purposes and can result in the displacement of low or moderate income households. This is particularly a problem in rental situations. In some cases, replacement of the low and moderate income units that have been removed is necessary to protect housing opportunities. A determination of the number of units to be replaced needs to be made on a case-by-case basis, reflecting the housing needs of the community. In other instances, a land use other than residential may be preferred following removal. For example, according to the City's General Plan, commercial uses would replace deteriorated housing in the commercial core of the City along Carpinteria and Linden Avenues.

Conversion of Existing Apartment Units to Condominiums

Conversion of apartment units to condominiums can have the effect of decreasing rental opportunities for persons of low and moderate income. According to a recent study conducted for the South Coast area, low income households tend to reside in larger, multiple-unit apartment complexes (General Research Corp., An Evaluation of the Housing Market for UCSB Students, April 1977). Conversion of these comparatively lower cost units to condominiums needs to be carefully monitored to prevent displacement of low and moderate income persons, particularly where the vacancy rate for rental units is below the five percent level recommended in the State Commission's housing guidelines. The City's existing condominium conversion ordinance

*See Appendix A for an explanation of housing condition categories and a complete breakdown of housing condition by type of unit (single family, 2 to 4 units, and five units or more).

**Excludes 582 mobile homes, 22 labor camp units, and 33 motel units used as a permanent residence; the City's total 1978 housing stock is 4,259 (Appendix A).

delineates certain planning and building requirements for conversions; however, there are no existing City policies concerning the displacement of low and moderate income households as a result of conversions, and these need to be addressed.

Encouraging and Providing for New Low and Moderate Income Housing

According to the policies of the Coastal Act, new low and moderate income housing shall be provided where feasible, in conformity with the goals and policies of the local housing element. The principal deterrent to implementing this policy is that the current high costs of land and construction preclude building of units which are affordable to persons of low and moderate income. However, the need for affordable housing is presently a major local issue and must be addressed in the City's housing element. Other factors which need to be considered in determining the amount and type of new housing to be provided are the employment characteristics and resource constraints of the City and surrounding area.

Affordability

Based on 1975 median household income statistics, the City is a low and moderate income area. The 1974 median income in Census Tract 16:01 (includes all City areas north of 101) was \$14,008, 104 percent of the County median, a moderate income; in C. T. 16:02 (south of 101, from the City's western boundary to, but not including, the Standard Oil property), the median was \$8,625, 64 percent of the County median, or low. The latter area is the older, downtown section of Carpinteria, where the City's commercial core is flanked by small, single family residences, and the beach area south of the railroad is densely developed with large apartment complexes.

According to Department of Housing and Urban Development guidelines, housing payments should not exceed 25 percent of gross monthly income. However, because of rising housing costs, overpayment for rental housing has become a factor for many low and moderate income households in Carpinteria. Of the forty-five percent of the City's households who earned an income of less than \$15,000 in 1975, 71 percent of those who rented a single family residence paid more than 25 percent of their gross monthly income for housing, as did 62 percent of the households renting dwellings of two-to-four units in size, and 60 percent of those in five units or more. Given that almost three-fourths of the households in C. T. 16:02 were renters in 1975, overpayment affected a large number of City residents in this area.

In 1975 the City prepared a Housing Assistance Plan, in which 700 City households were identified as being in need of housing assistance (21 percent of total City households at that time) with an estimated 100 additional needy families expected to reside. The City has since contracted with the County Housing Authority to provide rent subsidy as a means of assistance and now has the capability of providing 158 subsidized units. Assuming that the City currently has 800 households in need and that 158 households are receiving assistance, an estimated 15 percent of the City's total households are presently in need.

| | |
|---|----------------------------|
| 1978 Housing Units | 4,259 |
| Less Estimated 1% Vacancy | <u>43</u> |
| Occupied Units or Total Households | 4,216 |
| Households in Need as a Percent of Total Households | $\frac{642}{4,216} = 15\%$ |

The needs identified in the Housing Assistance Plan are primarily those of the City's low-income households. To meet the needs of both low and moderate income households, an estimated thirty-seven percent of the City's new housing opportunities would need to be affordable to these households, according to a recent study by the Santa Barbara County-Cities Area Planning Council (Fair Share Housing Allocation Plan (Draft), May 1979). Therefore, from fifteen to thirty-seven percent of newly constructed housing in the City should be affordable to persons of low and moderate income to meet current needs.

Relationship with Employment Opportunities

Employment opportunities in a housing market area play a large role in determining the type of housing that is needed. Thus, the housing policies of the LCP must be related to the land use plan and its implications for the future growth of the City. For example, Coastal Act priorities for the preservation of agriculture are reflected in land use designations for the Carpinteria Valley which establish agriculture as a long-term land use. Such land use decisions will certainly sustain, if not increase, the demand for farm laborers. The greenhouse industry of the Valley currently employs over 600 full-time people, most of whom reside in the Carpinteria area. Expansion of this industry could substantially increase the need for farm labor housing within the City. Also, visitor-serving commercial uses, which are priority uses under the Coastal Act, provide many service-oriented jobs for low and moderate income people. These potential employment effects need to be linked to their impacts on housing needs at the time new development is proposed.

Relationship to County Land Use Policies

The housing element of the City, when addressing housing needs and implementation programs, must recognize the effects of housing demands created by County land use policies in the Carpinteria Valley area. Further, economic constraints placed upon the City have created a need for the City to participate with the County in the development of effective housing programs.

Accordingly, the burden of providing housing opportunities for low and moderate income residences within the Carpinteria Valley shall be shared with the County of Santa Barbara. To the extent feasible, the City should participate with the County, State and Federal government in the development and implementation of housing opportunities for all economic segments of the community.

Resource Constraints

In the Carpinteria County Water District, a limited water resource situation prevails and priorities for the remaining water supply need to be

established (see Section 3.12). New housing in the City must be tied to the availability of resources and phased according to local plans for expansion of public services, i.e., water, sewer, and roads.

3.5.3 RELATIONSHIP TO THE CITY'S HOUSING ELEMENT

The City's existing Housing Element was prepared in 1974. The study area defined in the Housing Element extends from the Santa Barbara City limits to the Ventura County line, thus incorporating the residentially diverse communities of Montecito, Summerland, and the Carpinteria Valley. While general housing goals are listed in the Housing Element, specific housing objectives and programs for the City are not included.

Theoretically, the Housing Component of the LCP should build upon an approved Housing Element, bringing to the Element the provisions necessary to implement the housing policies of the Coastal Act. Thus, the City's Housing Element needs to be updated and the Housing Component of the LCP integrated with it to form one document, since the entire City is in the coastal zone.

3.5.4 POLICIES AND ACTIONS

Policy 5-1: Affordable low and moderate income housing shall be defined as follows:

A dwelling unit is capable of being purchased by a low or moderate income household if the total purchase price of the unit does not exceed two and one half (2.5) times the annual income of the low or moderate income purchaser for whom the unit is intended to provide a housing opportunity. This ratio may be adjusted from time to time to reflect lending practices, interest rates, association fees, and other changes which may affect the ability of low and moderate income persons to purchase the units. A dwelling unit is capable of being rented by a low income household if the monthly rental cost does not exceed 25% of the gross monthly household income of the renter and is capable of being rented by a moderate income household if the monthly rental cost does not exceed 30% of the gross monthly income of the renter.

Policy 5-2: To protect existing low and moderate income housing opportunities, housing rehabilitation programs for areas in need shall be developed.

Action

The City working in conjunction with the County shall develop housing rehabilitation programs for areas in need. The City shall identify areas which meet the requirements for government-funded rehabilitation programs, prepare the necessary applications for funding, and develop programs for implementation.

Program

The City shall work with the County to implement a housing rehabilitation program in the City through the use of Community Development Block Grant funds which have been approved for this purpose effective 1979.

- Policy 5-3: Rehabilitation of existing low and moderate income rental housing units shall be given priority over demolition of these units. Demolition of such units shall not be permitted unless the units are beyond reasonable repair (e.g., the costs of rehabilitation exceed 50 percent of the value of a unit in its present deteriorated condition) and demolition is required for health and safety reasons. Where low or moderate income rental units are to be demolished, replacement of the units shall be required at a minimum of one replacement unit for every two demolished and displaced tenants shall be given priority for available public housing assistance programs.

Action

The City shall determine whether the structure(s) should be removed for health or safety reasons.

- Policy 5-4: Conversion of rental apartments to condominiums or stock cooperatives shall not be permitted when:
1. the conversion would displace predominantly low and moderate income families or tenants without adequate provision for the suitable relocation of such families or tenants;
 2. the vacancy factor in the City is less than 5% of the total available apartment rental housing stock;
 3. the units proposed for conversion do not meet the requirements of the Housing Code, Building Codes or Zoning Ordinance for decent, safe and satisfactory housing;
 4. twenty percent (20%) of the units proposed for conversion are not set aside and thereafter maintained as affordable for purchase and occupancy by low and moderate income families;

5. the number of units converted in the City exceeds 15% of the total rental housing stock.

These requirements shall not be applicable to the conversion of existing apartment rental units to stock cooperatives as a part of a self help program designed and thereafter maintained for occupancy exclusively by low and moderate income families.

6. Conversion of predominantly visitor serving rental units southerly of the Southern Pacific Railroad to owner occupied units shall not be permitted.

Following these and other determinations that may be required for consistency with other provisions of this plan, the Planning Department staff shall recommend approval or denial of the project to the Planning Commission.

Policy 5-5: To the maximum extent feasible all new multiple family residential development of 10 or more units shall include provisions for low and moderate income housing equaling at least 20% of the total number of units approved for development.

Action

1. The City in its deliberations may allow a density bonus not to exceed 25% of the total number of units normally permitted to facilitate the inclusion of low and moderate income housing.
2. Any program may be used to insure the availability of low and moderate income housing units to meet the intent of this section including resale controls, deed restrictions, rental agreements, etc. The City shall determine the suitability of such programs when proposed to insure that said program shall be maintained affordable for low and moderate income families for a period of not less than 25 years.

Policy 5-6: In large residential developments of 50 units or more, housing opportunities representative of all socio-economic sectors of the community shall be preferred. Such developments should include a range of apartment sizes (studios, one, two, three, and four bedroom units) and a mix of housing types (apartments, condominiums, and single family detached) to provide for balanced housing opportunities.

Policy 5-7: If, through the growth of the agricultural economy of the Carpinteria Valley, new opportunities for farm laborer housing are needed, or through the rehabilitation or removal of existing housing units farm laborers are displaced, the City and the County shall cooperate to secure the funding and the

development programs necessary to replace or construct new farm labor housing.

Policy 5-8: Review and evaluation of proposed residential developments necessary to carry out the policies set forth in this housing component shall be performed by the City Planning Department staff, who shall be responsible for determining, subject to the approval of the Planning Commission, (1) appropriate incentives for the applicant to construct new low and moderate income housing; (2) requirements or conditions for approval to obtain the necessary number of low and moderate income units; and (3) mechanisms for ensuring that low and moderate income units are retained as affordable units.

Policy 5-9: Administration of housing programs (e.g., rehabilitation, rent subsidy, etc.) shall be shared and coordinated with the County, Area Planning Council, or County Housing Authority as appropriate and necessary to avoid additional staffing requirements and related costs to the City.

Recommendation

To provide for a balanced housing mix that will accommodate all economic segments of the community, approval of new development in the Carpinteria Valley and City, i.e., agricultural uses, industrial park activities, coastal dependent industry, visitor-serving commercial, etc., shall include an assessment of its growth-inducing impacts on population and types of employment opportunities and subsequent impacts on housing needs. The provision of adequate housing shall be a necessary corollary to new growth-inducing development.

3.6 INDUSTRIAL AND ENERGY DEVELOPMENT

The following discussion is drawn from the "Industrial and Energy Development" section of the County of Santa Barbara's Coastal Plan and a background report entitled Energy Issues and Facilities in the Santa Barbara County Coastal Zone. Copies of these reports are on file in the City Planning Department for reference. Only those sections that pertain to planning issues within the City are included here.

3.6.1 COASTAL ACT POLICIES

The Coastal Act, while emphasizing protection, enhancement, and restoration of coastal resources, recognizes that energy related development is necessary for the social and economic well-being of the State and the Nation. The basis for allowing energy development in the coastal zone is Section 30001.2, which states:

30001.2 The Legislature further finds and declares that, notwithstanding the fact electrical generating facilities, refineries, and coastal-dependent developments, including ports and commercial fishing facilities, offshore petroleum and gas development, and liquefied natural gas facilities, may have significant adverse effects on coastal resources or coastal access, it may be necessary to locate such developments in the coastal zone in order to ensure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the state.

The Act also contains provisions for several types of energy development, including oil and gas development, thermal power plants, liquefied natural gas, and other related facilities.

The Coastal Dependency Criterion

The Coastal Act Policies addressing industrial development distinguish between coastal dependent and other development. According to Section 30101 of the Act, coastal dependent development or use means that "which requires a site on, or adjacent to, the sea to be able to function at all." Examples of coastal dependent energy facilities include: oil and gas separation and treatment facilities supporting offshore petroleum development, marine terminals, and liquefied natural gas terminals. Onshore oil wells are not considered to be coastal dependent since their functioning is dependent on a location near the oil resource, not the sea. Electrical generating plants and oil refineries may or may not be coastal dependent. Electrical generating plants which use ocean water for cooling purposes must be at or near the coast, but plants can also use inland water supplies when available. For refineries, transportation costs for crude oil and refined products dictate locations nearer end use markets rather than sources of supply; hence, locations in and near metropolitan markets are optimal. Since the

principal metropolitan areas in California are coastal areas and many refineries receive imported oil by tanker, this leads to the coincident location of refineries in or near coastal areas.

Under Section 30255, coastal dependent developments, whether or not industrial, are given priority over other developments on or near the shoreline. In addition, Section 30260 of the Act establishes special criteria for allowing coastal dependent industrial facilities. Section 30260 states that:

30260. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

This section of the Act anticipates that industrial development may not be consistent with other Coastal Act policies, yet may be necessary for the public welfare. Additional policies for energy-related industrial development are included in Sections 30261-30264 of the Act. They are discussed below.

Oil and Gas Development

Oil and gas development is permitted in the coastal zone subject to the provisions of Section 30260 and the following conditions:

30262. Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

(a) The development is performed safely and consistent with the geologic conditions of the well site.

(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

(c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.

(d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

(e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

(f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injections into other subsurface zones will reduce environmental risks. Exceptions to the reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water-quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

In addition, the Act encourages consolidation and multi-company use of facilities:

30261. (a) Multi-company use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

The Act also requires that adequate protection be provided against oil spills. Section 30232 states that:

Protection against spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and clean-up facilities and procedures shall be provided for accidental spills that do occur.

The Coastal Act also contains policies which establish criteria for locating refineries and thermal power generating plants in the coastal zone. These policies and the issues surrounding them are taken up in the County's Coastal Plan.

Other Coastal Dependent Industrial Uses

The Coastal Act recognizes that other industrial uses are also coastal dependent. Those that the Act mentions specifically include ports and commercial fishing facilities. In addition, related activities, such as kelp harvesting and processing, aquaculture, and fish hatcheries may also be considered coastal dependent. Such uses, because they are coastal dependent, are given priority over other land uses on oceanfront lands (Section 30255).

3.6.2 SUMMARY OF COASTAL PLANNING ISSUES

The issues involved in the siting of industrial and, particularly, major energy facilities, in the coastal zone are complex. The principal concerns related to impacts on coastal resources include:

1. **Shoreline Access and Recreation Opportunities:** Facilities may impose barriers due to structures, fencing around the site, pier facilities across the beach, pipeline rights-of-way, and safety zones. These barriers may impede lateral or vertical access to the shoreline, block views, or consume limited oceanfront land.
2. **Oil Spills:** The critical concerns are with safe operating procedures in all aspects of the exploration, development, and production process, plus cleanup capability which considers containment and recovery at the source of the spill and at critical resource areas such as beaches and coastal habitats.
3. **Land Resources:** Coastal dependent development unless carefully sited can result in destruction or adverse impacts on habitats, agricultural lands, or archaeological sites.
4. **Air Pollution:** The effect of emissions on local air quality from marine terminals, oil and gas separation and treatment facilities, and LNG may be substantial. Emissions from these facilities are regulated by State and Federal law.
5. **Visual Resources:** Energy and industrial facilities, particularly when sited in rural areas or within major view corridors, represent major impacts on scenic and visual resources. Some impacts can be mitigated through proper siting, screening, and landscaping.
6. **Marine Resources:** Energy facilities that may require ocean water for cooling or heating purposes, e.g., power plants and LNG terminals, can have major adverse impacts on marine resources through entrainment of organisms in water intake systems, through discharge of water at a different temperature, and through use of biocides.

3.6.3 EXISTING COASTAL DEPENDENT FACILITIES

Chevron's separation and treatment facility for oil and gas, including its pier and marine terminal, is the only coastal dependent or energy related industry located within the City at the present time. This facility is located east of the Concha Loma neighborhood between Carpinteria Avenue and the shoreline. Chevron's holdings in this area (excluding the bluffs)

comprise some 62 acres. Approximately 15 acres are currently zoned open space to provide for needed buffers between the facility and the residential neighborhood and State beach park which directly abut Chevron's property lines on the west. (The lands currently zoned open space include the 8.8 acres of APN 1-170-3, about one-third, or 3.75 acres, of APN 1-170-4, and the westernmost 2.75 acres of APN 1-170-11.) Under the land use plan, all of Chevron's holdings in this area that are not zoned for open space have been designated for coastal dependent industrial use, except for the existing open space designation on APN 1-170-04 which has been changed to coastal dependent industry. Given that the adjacent 8.8 acres of open space are adequate to buffer the Arbol Verde neighborhood from Chevron's operations and that coastal dependent industry is a priority use under the Coastal Act, this is an appropriate change in land use.

Chevron is currently planning to install a new platform, Platform Grace, in the Santa Clara Unit of the Outer Continental Shelf (OCS). Production from Platform Grace is expected to begin by 1980. Oil will be processed on the platform and transmitted by pipeline to Platform Hope, then to Chevron's onshore facilities, and on to other distribution points.

3.6.4 LAND USE PLAN PROPOSALS

The land use plan must specify where, when, and under what conditions energy related and other coastal dependent industrial facilities may locate within the City of Carpinteria. Designating appropriate locations for these facilities is handled in two ways. A separate land use designation, Coastal Dependent Industry, is used for industries which require locations on or near the sea in order to be able to function at all. In addition, the land use plan permits energy related facilities such as pipelines under other land use designations. Permitted and conditional coastal dependent and energy related uses in each of the City's land use plan designations are shown in Table 3-1.

Phasing of energy facilities could result in increased protection of coastal resources through use of consolidated facilities coupled with a more even resource recovery schedule. This would lead to an overall reduction in oil spill potential, less air pollution, and fewer facilities. However, phasing would require cooperation of government agencies at all levels with energy companies and changes in existing practices and regulations. Resolution of these issues is beyond the scope of the land use plan.

Finally, the land use plan must specify the conditions under which energy and coastal dependent industrial development will be permitted. In the following section, policies for the existing and potential coastal dependent and energy related uses within the City are recommended.

Oil and Gas Wells

The City has deleted the oil overlay designation from its zoning ordinance; therefore, oil wells are not a permitted or conditional use in any of the City's zones at this time. Since oil wells are not a compatible use with

| ENERGY RELATED ACTIVITIES | PRINCIPAL LAND USE CLASSIFICATIONS | | | | | | OVERLAY DESIGNATIONS | | | | | |
|--|------------------------------------|------------|-----------|----------------------|--------------------------|------------------------------------|----------------------|-------------------------|------------|------------------|------------------|--|
| | Agriculture I II | Commercial | Ranchette | Rural Residential | All Other Residential | Coastal Dependent Industrial | Other Industrial | Community Facilities | Recreation | Habitat Areas | View Corridor | |
| 1. Onshore oil development, including pipelines, storage tanks, processing facilities, and truck terminals | CUP | | | CUP | | CUP | CUP | | | CUP | CUP | |
| 2. Processing facilities for offshore oil development | | | | | | CUP | | | | | CUP | |
| 3. Pipelines | P | P | P | P | P | P | P | P | P | CUP | P | |
| 4. Piers, staging areas | CUP | | | CUP | | P | | | | | CUP | |
| 5. Aquaculture | CUP | | | | | P | P | | | | CUP | |

KEY

P = permitted

CUP = requires conditional use permit

TABLE 3-1

most urban land use designations (e.g., residential, commercial, community facilities, recreation) and there is no indication of any imminent oil well development within the City, provisions for oil and gas wells do not appear to be warranted.

Oil and Gas Processing Facilities

As stated earlier, the Chevron oil and gas processing plant, with its associated marine terminal and pier facilities, is the City's only coastal dependent or energy related industry at this time. If expansion of this facility becomes necessary, it should be accommodated on the existing site; no new areas are designated for this purpose.

Policy 6-1: If an onshore pipeline for transporting crude oil to refineries is determined to be economically feasible, proposals for expansion, modification, or construction of new coastal dependent oil and gas processing facilities shall be conditioned to require transshipment of oil through the pipeline when constructed. Small operators may be excluded from such a pipeline when it is found that: (1) they have minimal quantities of product to be shipped; (2) that they can ship by other means more economically; (3) they can ship by other means with less adverse environmental impacts. (The terms "small operators" and "minimal quantities" shall be defined in Phase III implementation.)

Pipelines

Technical performance for oil and gas pipelines is governed by Federal regulations administered through the Federal Department of Transportation. However, in California the Public Utilities Commission has the responsibility for administering the Federal regulations covering Public Utility pipelines. In addition, the City may impose conditions on the siting and construction of pipelines to mitigate impacts on surrounding land uses and resources. After certification, pipelines will need to be reviewed for conformance to the land use plan policies. However, permits shall not be required for pipelines exempted from coastal development permits under Section 30610(c) of the California Coastal Act of 1976 as defined by the Interpretive Guidelines on Exclusions From Permit Requirements adopted by the State Coastal Commission on September 5, 1978.

Pipeline routing poses a number of problems which may threaten coastal resources, particularly if the pipeline must be routed through habitat or recreation areas. Here, the threat is twofold: damage may occur during construction arising from habitat loss, erosion, disruption of nesting or other biological cycles; or from damage occurring during operation, due to spills caused by breaching of the line.

Pipelines are permitted uses in all land use classifications of the land use plan, except in habitat areas where pipelines may be conditionally permitted. Refer to Table 3-1.

POLICIES

The following policies shall apply to all pipelines on land and associated facilities (i.e., pump stations) except that Policies 6-6 and 6-7 shall not apply to gas pipelines.

Policy 6-2: Except for pipelines exempted from coastal development permits under Section 30610 (c) and (e) of the Coastal Act as defined by

the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the coastal zone to determine what, if any, coastal resources may be impacted by construction and operation of a pipeline. The costs of this survey shall be borne by the applicant. (This survey may be conducted as part of environmental review if an EIR is required for a particular project.)

The survey shall be conducted by a consultant selected jointly by the applicant, the City, and the Department of Fish and Game. If it is determined that the area to be disturbed will not revegetate naturally or sufficiently quickly to avoid other damage, as from erosion, the applicant shall submit a revegetation plan. The plan shall also include provisions for restoration of any habitats which will be disturbed by construction or operation procedures.

For projects where a revegetation plan and/or habitat restoration plan has been deemed necessary, one year after completion of construction, the area crossed by the pipeline shall be resurveyed to assess the effectiveness of the revegetation and restoration plan. This survey shall continue on an annual basis to monitor and to assure that progress is being made in returning the site to pre-construction conditions or until the City feels no additional progress is possible.

The City may require the posting of a performance bond by the applicant to ensure compliance with these provisions.

- Policy 6-3: Herbicides shall not be used during pipeline construction and sidelaying of soil shall be restricted when deemed necessary, by removal of excess soil to an approved dumping site after the excavation has been backfilled and compacted.
- Policy 6-4: The pipeline shall be sited and constructed in such a manner as to inhibit erosion.
- Policy 6-5: When feasible, pipelines shall be routed to avoid important coastal resources, including recreation, habitat, and archaeological areas.
- Policy 6-6: For pipeline segments passing through important coastal resource areas, including recreation, habitat, and archaeological areas, the segment shall, in the case of a break, be isolated by automatic shutoff valves. The City shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the Department of Transportation is required to protect coastal resource values.
- Policy 6-7: Unavoidable routing through recreation, habitat, or archaeological areas, or other areas of significant coastal resource value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, durations, and trajectory. Appropriate measures for cleanup or structures such as catch basins to contain a spill shall be included as part of an oil spill contingency plan.

Other Coastal Dependent Industrial Facilities

Aquaculture has become an increasingly important coastal dependent industry. Aquacultural activities range from oyster and abalone culture to fish hatcheries and fish farms. Significant contributions from both private and public sector enterprises to the State's economy are currently resulting from the production of salmon, trout, catfish, baitfish, and oysters. The importance of this industry is expected to increase because of expanding demand for food in general and because of declining yields of the world's fisheries.

Aquaculture systems can be characterized as either extensive or intensive. Extensive aquaculture describes the cultivation of low density populations of aquatic animals in large aquatic systems that naturally meet nutritional and environmental needs. Intensive aquaculture usually refers to an artificial growing system such as ponds, raceways, or tanks where supplemental feeding and environmental manipulation is necessary. The facilities can range from simple ponds or suspending shellfish on strings in the water from rafts to mass intensive production operations involving algae ponds, raceways with thousands of trays of shellfish in them, and processing buildings and laboratories. Access to salt water can be by dikes or channels or wells. The acreage required can range from one or two to about one hundred if many large ponds are needed as in the raising of prawns. At present, the only commercially viable intensive marine aquaculture practiced in California is in the production of molluscan seed stock such as oysters and clams. However, abalone and salmon culture and other species undergoing research and development may become commercially important in the near future.

Aquaculture is subject to multiple regulations governing food, health, effluent discharge, water quality, and navigable waters. Most of these regulations were intended to control other activities and pre-date the development of a viable aquaculture industry. In some cases, it can be demonstrated that these regulations have deterred the growth of the industry. Government agencies at the regional, State, and Federal levels are beginning to respond to some of the problems facing the industry and legislation is being enacted that will clarify some of these regulatory problems. Senate Bill 52, the California Aquaculture Development Act, is a State response to investigate the current and future status of the industry within the State.

The Coastal Act recognizes the importance of coastal dependent activities, such as aquaculture, and gives priority to uses which require sites on or adjacent to the sea (Section 30255). However, the Act also encourages coastal dependent industrial activities to locate or expand within existing sites (Section 30260). There are no aquaculture facilities located within the City of Carpinteria at the present time.

Aquaculture that is coastal dependent is a permitted use in the Coastal Dependent Industry and Other Industrial classifications (refer to Table 3-1).

POLICY

Policy 6-8: Aquaculture facilities shall be sited and designed to be compatible with the natural surroundings. To minimize impacts on coastal visual resources, structures shall be well-screened and depressed below grade when feasible. Intake and outfall lines for ocean water shall be undergrounded unless not feasible for a particular operation, i.e., salmon culture. If above-ground channels or pipes are necessary, adequate provisions for lateral beach access shall be required.

NOTE:

1. Under the Federal Coastal Zone Management Act, the State Coastal Commission now has "consistency" review over Federal activities, permits, OCS plans, licenses, and grants that affect land and water uses in the California coastal zone. A Federal agency or applicant for a Federal permit must first certify to the Commission that the proposed development is consistent with the California Coastal Management Program as approved by the Secretary of Commerce. If the Commission objects to specific parts of the development as not being consistent with the Program, then Federal activity cannot take place unless the Coastal Commission's objections are overridden through a special procedure. The Coastal Management Program consists primarily of the California Coastal Act of 1976. The Program states that Local Coastal Plans, when certified, will serve as one basis for the Coastal Commission's consistency determination, but that the State Coastal Commission will retain primary authority for evaluating projects and activities subject to the Federal Consistency determinations (page 85, California Coastal Management Program).
2. Under the provisions of Section 30603.a(5) of the Coastal Act, any action taken by a local government on a coastal development permit application for a major public works project or major energy facility is appealable to the State Coastal Commission. A "major" facility is defined as one costing more than \$25,000.

3.7 COASTAL ACCESS AND RECREATION

3.7.1 COASTAL ACT POLICIES

The public's right of access to all beach areas below the ordinary high water mark (mean high tide line) is guaranteed by the California Constitution. The Legislature, in passing the Coastal Act, did not alter these basic public rights but did establish a policy framework for achieving the goal of providing maximum opportunities for public use and enjoyment of the coast. Coastal Act policies which address the issues of access and recreation include the following:

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use, custom, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby, or; (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1-66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

3.7.2 DEFINITION OF COASTAL RECREATION

Coastal policies primarily address the need to provide for coastal dependent recreational activities, although the need for upland areas and facilities required to support coastal recreation (parking and other non-coastal dependent facilities) is also included. In addition to public recreation, the policies of the Coastal Act pertain to commercial, visitor-serving accommodations, i.e., hotels, motels, private campgrounds, etc.

For the purposes of this plan, therefore, the following definitions are used:

1. Coastal dependent recreation: Activities which require a coastal location in order to occur, i.e., fishing, boating, beach activity, and nature study.
2. Coastal related recreation: Activities which are popular in coastal locations but also occur inland, i.e., camping, picnics, volleyball, walking, and jogging.
3. Non-coastal dependent recreation: Activities which are unrelated to a coastal location, i.e., baseball, basketball, bowling, golf, swimming (pool), tennis, etc.

3.7.3 COASTAL RECREATION AND RESOURCE PROTECTION

The Coastal Act goal of providing maximum opportunities for recreation is clearly subservient to the goal of protecting natural resources, particularly environmentally sensitive habitat areas. However, many existing and proposed recreational areas are adjacent to significant habitat resources, i.e., wetlands and tidepools. The concept which provides a framework for resolution of these conflicting coastal goals is that of recreational carrying capacity.

The recreational carrying capacity is the type of use that can be supported over a specified time by an area developed at a certain level without causing environmental damage or adversely affecting the experience of the visitor. Recreational carrying capacity is composed of three components: environmental, facility, and social capacities. Environmental capacity refers strictly to the level of use that can be tolerated by the physical environment, including all plant and animal species, without degradation or damage. Facility capacity refers to the level of use which the built environment can withstand; and social capacity is the level of

activity most acceptable to the participant. In terms of weighing these components, the Coastal Act (Sections 30210 and 30212) gives priority to environmental capacity as a constraint in determining appropriate intensities and kinds of recreational uses for a site.

While quantification and measurement of recreational carrying capacity is difficult, sufficient information exists to generally describe the environmental carrying capacity of various coastal environments. For example, dry sandy beaches can tolerate intense recreational use without adverse effects. The carrying capacity of uplands and bluffs is dependent on the kinds of plant communities and animal species present. Bluffs are also subject to erosion from heavy foot traffic. Tidepools are extremely fragile environments; the principal impacts of recreational uses are trampling and collecting of specimens. Wetlands and streams are also vulnerable to degradation from recreational activities, particularly trampling of vegetation, erosion, and disturbance of animal species.

3.7.4 ISSUES AND PROBLEMS

Of the approximately 2.5 miles of shoreline within the City of Carpinteria, over one mile of dry sandy beach is under public ownership; City Beach extends from Ash to Linden Avenues (0.27 mile) and Carpinteria State Beach Park, from Linden to just east of K Street (0.82 mile). In addition, the State has appropriated funding for an extension of the State park to the east which would increase public ownership to an estimated 1.35 miles, 54 percent of the City's shoreline. Low-tide beaches and steep bluffs characterize the remaining beach front in Carpinteria, leading to the County Park at Rincon Point, east of the City's existing boundary.

Although beach access and opportunities for coastal recreation are generally adequate within the City, recommendations for improved or additional opportunities were made in a background report entitled Access and Recreation in the City of Carpinteria (December 1977). This report provides the basis for the following discussion and policy recommendations.

Limited Public Funds for Acquisition

A general problem that confronts many local governments is that the provision of access and recreation opportunities is expensive. While the major share of public funds goes to the acquisition, improvement, and maintenance of park facilities, other costs include liability insurance and the loss of tax dollars. Some of these costs can be recovered by user fees. Unfortunately, these fees may present barriers to use of public beaches by persons of low and moderate incomes.

Public acquisition of oceanfront lands, however, is not necessarily the only avenue available for increasing opportunities for coastal access and recreation. Other less costly measures include: purchase of easements, dedication of lands, etc.

Granted Tidelands and Submerged Lands

The City's granted tidelands and submerged lands extend two miles seaward from the mean high tide line, between the City's east and west boundaries. Under existing law, the City is required to substantially improve these lands by November 13, 1983, for purposes in which there is a general Statewide interest. Authorized improvements are listed in the statutes which granted title to these lands to the City and include, but are not limited to, construction and operation of a harbor, roads, parking, recreation facilities, and protection of wildlife habitats. These improvements are not confined to the tide and submerged lands and may be extended to adjacent upland areas which provide access and support facilities for the shoreline. To meet the State's requirements, the City needs to develop and implement (at least in part) a tidelands improvement plan prior to the statutory deadline in 1983.

The goals of the City's Tidelands Plan should be to enhance opportunities for public recreational use of the beach and shoreline area; to ensure protection of the area's environmentally sensitive habitats, i.e., tidepools, harbor seal hauling out grounds, butterfly trees, off-shore kelp beds, creeks, and adjacent Carpinteria Marsh; and to enhance public appreciation of the area's archaeological and historical heritage. These goals are consistent with the goals of the land use plan and are, therefore, addressed in subsequent sections of the plan. For example, in the following discussion of the City's beach access and recreation issues, the need for additional support facilities and recreational amenities in the beach area, such as parking, restrooms, lifeguard towers, a floating raft for swimmers, etc., is established; long-range recreational improvements, including a fishing pier and boat launch facility, are also addressed (Policies 7-1 to 7-4). The archaeological significance of areas within the State park is reflected in Policies 7-5, 10-1, and 10-2; and the protection of habitat areas is addressed in Section 3.9 (Policies 9-1 through 9-21). These policies should be reflected in the Tidelands Plan.

Areas of Historic Public Use

Strong evidence of a right of public access to the beach and for informal recreation through use, custom or legislative authorization has been established for the following areas:

1. Foot of Ash, Holly, Elm, and Linden Avenues;
2. Parcels having historic public access along Sandyland Road ocean frontage; these parcels shall be identified by the City and Commission staff during Phase III implementation;
3. Foot of Calle Ocho (K Street), across the Murvale/Exxon property (APN 1-170-11) to the beach;
4. From the eastern terminus of Calle Pacific through the existing Chevron buffer parcel and on to the Murvale/Exxon property;
5. Dump Road;
6. Salzgeber Meadow (APN 3-370-05) and along Carpinteria Creek;

7. The existing footpaths on Carpinteria bluffs: that which parallels the northern right of way of the railroad, running east/west, from Area III of the bluffs through Area I across the railroad, through the Chevron parking lot, and those on APN 1-170-11 connecting with the State Beach Park;
8. The existing access road on the Exxon parcel (APN 1-170-10) located south of the railroad tracks and running from the bluff top to the beach;
9. From the Bailard Avenue cul de sac southerly to the bluffs trail;
10. Existing access roads running north/south across Areas I and III of the bluffs.

A detailed discussion of each of these areas follows. The policies presented after each discussion are intended to provide minimum standards for the protection of continued public access and recreational use of these important coastal areas.

Carpinteria City Beach

Flanked by the privately-owned beach community of Sandyland Cove on the west and the State park on the east, City beach provides about a quarter of a mile of dry sandy beach. Residences along Sandyland Avenue border the beach to the north. Public access and parking are located at the foot of Ash, Holly, Elm, and Linden Avenues. At present there are no restrooms or other support facilities on City beach. During the summer months and over holiday weekends, the beach is heavily used by local residents as well as visitors of the State park. Although restrooms at the State park are within walking distance and available for use without charge, local residents have expressed a need for additional restrooms and parking to serve the area. Alternative locations for these uses would include the west side of Ash Street if appropriately designed to have no adverse impact on Carpinteria Marsh (see Sections 3.2 and 3.9), the southwest corner of Elm and Sandyland, and the southern right of way of the railroad on either side of Linden Avenue.

There has also been discussion in recent years about the need for a recreational fishing pier and boat launching facility in Carpinteria. These would be very costly projects, which would need to be contingent upon a cost/benefit analysis and determination of alternative funding sources.

POLICIES

- Policy 7-1: For new developments between Sandyland Road and City Beach, the City shall determine the extent to which the land proposed for development has historically been used by the public for informal parking and beach access and shall require adequate provision for continuation of such use.
- Policy 7-2: No above-ground structure or other development, except for public health and safety purposes, and recreational facilities of a temporary nature (e.g., volleyball nets) shall be sited on any dry sandy beach within the City's jurisdiction.
- Policy 7-3: The need for additional parking in the beach area shall be addressed in the City's Tidelands Plan. The City should con-

sider using revenues derived from the tidelands to finance such improvements.

Policy 7-4: A feasibility study should be conducted concerning the development of a recreation pier, boat launching facility, and other support facilities at the beach. Such study shall include a determination of the project's costs and benefits, optimal location, an assessment of the impacts of the development on Carpinteria Marsh and on lateral beach access, and alternative means of financing the project. Provision for such study should be included in the Carpinteria State Beach Park Proposed Master Plan.

Carpinteria State Beach Park

From 1932, when the State acquired Carpinteria State Beach, to the 1960's, the park remained relatively undeveloped, available for tent camping and local day use. Residents of the local area could drive through the park along Fourth Street for access to the shoreline, picnics, and other day-use activities. In January 1965, at the request of the State, the Santa Barbara County Board of Supervisors agreed to close a portion of Fourth Street within the park to local vehicular traffic for law enforcement purposes. Following the City's incorporation in 1965, the State requested abandonment of sections of six of the City's streets within the State's jurisdiction: Fourth Street (the largest), Palm, Olive, Oak, Sixth, and K. The City reluctantly agreed to abandon Fourth Street (from Palm to K Streets) as well as portions of Palm and Olive Streets (south of the railroad to north of Ocean Avenue) in August 1966. In return, the State promised a two-phased development of the park, including construction of campsites and facilities, reconstruction of the Fourth Street bridge, construction of a fence between the railroad and the park, provision of a rough parking area at the end of K Street, and investigation of an approved railroad crossing at K Street. Since 1971, the park has been extensively developed. Facilities now include 261 campsites (160 sites for vans, trailers, or motor homes), restrooms, showers, snack stand, and store. Additionally, the State has assisted the City in the construction of curbs, gutters, and sidewalks on Linden Avenue from the railroad to the beach.

Over the past ten years the citizens of Carpinteria have voiced strong opposition to development of the park for non-resident camping versus local day use and the loss of beach access through the abandonment of City streets, imposition of a user fee for vehicles, and construction of the peripheral fence. At one time, the City considered the possibility of taking over the management and operation of the park; one reason for doing this was to enhance opportunities for local access to the shoreline.

During the summer months, the park is used heavily, operating at or near capacity; however, during the balance of the year, usage is generally slight and sections of the park are frequently closed as a result of the reduced demand.

State funds have now been appropriated to expand the park to the east by acquiring approximately seven acres currently owned jointly by Murvale Company (a subsidiary of Standard Oil Company of California) and Exxon Corporation.

This acquisition would extend the State's ownership from Linden Avenue to a line running approximately south of Dump Road. In 1977, Clean Seas Inc. applied for a permit to construct an oil spill clean-up facility on a portion of this site, but the project was denied by the Regional Coastal Commission. Industrial use of this site would restrict public access to the beach and opportunities for day use of the shoreline. This area is a logical extension of the State park for light recreation and as a buffer from the existing recreational vehicle campgrounds within the park. It will also provide a necessary link for the proposed hiking/biking trail along the bluffs (see below). The westerly eight acres of the Murvale/Exxon property have historically been used by the public for access to the beach and informal recreation. Therefore, continued public use of this portion of the property needs to be provided for under the land use plan. The easterly portion of the Murvale/Exxon property is currently developed for parking and other support services for the pier. While continuation of such uses on the easterly parcel is appropriate on an interim basis for the operation of the facility, over the long term this area, too, has high potential for public recreation and access.

Another potential expansion of the State park would be to the north, by acquiring a wooded glen on the east bank of Carpinteria Creek known as Salzgeber Meadow. Resources of the meadow include the riparian habitat of the creek and butterfly trees. Visitors of the State park and local residents have historically trespassed through this area to obtain access to the beach. This is a key parcel for the proposed extension of the Carpinteria Creek bike trail (see below).

Policy 7-5: A surface easement over that portion of the Murvale/Exxon property (APN 1-170-11), approximately eight acres bounded by Carpinteria State Beach Park on the west, the Southern Pacific Railroad on the north, and a line running west of Dump Road on the east (to conform with the top of the westerly bank of the existing swale which provides a natural break in the topography), and the Pacific Ocean on the south shall be dedicated to the City for public recreational use. However, Murvale/Exxon shall retain subsurface and surface rights solely for the continued operation and maintenance of existing pipelines in this area. At such time as the easterly portion of the Murvale/Exxon property is no longer needed for petroleum operations, the City shall negotiate to acquire this area for public recreational use. In addition, Salzgeber Meadow (APN 3-370-05) should be acquired for public use, as shown on the Carpinteria State Beach Park Proposed Master Plan.

- (a) These areas shall be developed for low-intensity recreational uses only, i.e., picnic facilities, appreciation of the area's archaeological and paleontological deposits, hiking/biking trail, and other open space uses which will not detract from the areas' natural beauty.
- (b) Public access to these areas for local day use shall not be restricted.
- (c) On the Murvale/Exxon property, an alternate hiking/biking trail shall be provided from said property north through the existing pedestrian underpass, then east to Chevron's

parcel (APN 1-170-03) and north/northeast along Chevron's property line to Carpinteria Avenue. The trail shall then proceed eastward along Carpinteria Avenue and then south through the Exxon property, to connect with the proposed bluffs trail (see Policy 2-7(a)).

In addition, the City shall require provision for another hiking/biking trail route through the Murvale/Exxon property (APN 1-170-11) south of the railroad tracks. This route shall be part of the long term bluff trails implementation plan to provide a continuous trail along the bluff from above Rincon Point to the State Beach Park. Consistent with Public Access Policy 7-13, the granting of a lateral easement for the trail through APN 1-170-11 to allow for public access along the shoreline shall be required as a condition of new development in Area I of the Carpinteria bluffs. (See also Policies 2-6 through 2-13.) This portion of the trail (APN 1-170-11) shall be improved and opened when Area I is developed and the trail for Area I is improved and opened. The costs of improving the trail on the Murvale/Exxon property shall be borne by the City and the applicant. Prior to the improvement and opening of the trail a safety and management study shall be prepared to ascertain the appropriate siting and design specifics in consideration of the adjacent industrial activity.

- (d) On the Salzgeber Meadow, a bike trail running north/south from Eighth Street to the beach on the east side of Carpinteria Creek shall be provided as part of the Carpinteria Creek bike trail.

Access from the Concha Loma Neighborhood

Access to the beach from the Concha Loma neighborhood, which lies north and east of the State park, is hampered by the State park's fence and by the lack of a railroad grade crossing at the foot of Calle Ocho onto K Street. The only approved railroad grade crossing within the City east of Palm Street, the entry to the State park, is at Dump Road, and this is a private crossing to serve the Chevron facility. Pedestrian and bicyclists have established an access route to the beach at the foot of Calle Ocho. Beach goers have also repeatedly trespassed across a portion of the Chevron buffer parcel east of Calle Pacific. However, because of conflicts with the railroad, safety factors preclude major public access to the shoreline from these points. To circumvent this problem, pedestrian access to the beach should be directed from Calle Ocho to the existing railroad underpass (for pedestrians and bicyclists only) to the east which leads to the bluffs and beach below.

- Policy 7-6: Subject to a change in the policies of the Southern Pacific Railroad which would allow for additional crossings within the City, the City should consider the feasibility of providing parking and a railroad crossing at the foot of Calle Ocho onto K Street.
- Policy 7-7: As a condition to development of the Chevron parcels on Carpinteria bluffs or expansion of existing Chevron facilities, whichever comes first, the fence separating Calle Pacific from the Chevron buffer parcel (APN 1-170-03) shall be realigned to allow

pedestrian access from Calle Pacific south along Chevron's western boundary line, to an area north of the right of way of the railroad, then west to the existing pedestrian underpass and onto the bluffs.

Policy 7-8: At such time as the Chevron facility is phased out and no longer needed for petroleum operations, the City should expand Dump Road as a City street and acquire public use of the existing railroad crossing at Dump Road.

Chevron Pier

The pier is owned by Chevron and ARCO Oil and Gas Company and is used exclusively to serve industrial operations. Chevron leases an area of submerged tidelands from the City for the pier. The existing lease agreement between Chevron and the City is for a 30-year period, expiring in October 1995. At that time, a new lease agreement may be negotiated if the pier is still needed to serve the industry. However, upon termination of the lease, the City will have the option to require removal of the pier and all appurtenant structures. If the City does not require such removal, the pier and structures will become the property of the City.

Policy 7-9: At such time as the Chevron pier is no longer needed for petroleum operations and the lease agreement between Chevron and the City is terminated, the City shall acquire the pier for recreational use unless the need for a recreational pier within the City no longer exists.

Bluffs Trail

The Carpinteria bluffs extend from the eastern boundary of the Chevron facility to the City's eastern limits and beyond to the County park at Rincon. (See Section 3.2 for a detailed discussion of land use proposals for the bluffs.) According to the City's General Plan, a hiking/biking trail is proposed along the bluffs from the Ventura County line to Linden Avenue. Within the City's boundaries, the proposed trail is shown along the north side of the railroad right of way from the City's eastern boundary to the Exxon property, crossing to the south side of the railroad at a point on the Exxon property, and continuing along the bluffs to a line extending south from Arbol Verde; at this point, the trail splits, with one trail following the railroad tracks to K Street and proceeding north and the other continuing through the State park to Linden Avenue. According to the policies of the Southern Pacific Railroad, use of the railroad right of way for trail purposes is not permitted. Consequently, the City is now requiring a 20-foot corridor on new development projects along the bluffs to ensure the development potential of the trail. Because of the existing vegetation and uneven terrain, 20 feet in all cases may not be sufficient; the exact location and width of the trail need to be determined as part of an implementation program.

The height of the bluffs and presence of the railroad combine to preclude direct access to the beach throughout this area, except for one existing access road on the Exxon parcel. Although this is the only access point between the Chevron pier and Rincon County Park, it is adequate given the existing low tide beach and environmentally sensitive habitat areas below, i.e., tidepools and harbor seal hauling grounds.

Policy 7-10: Dedication of a 20-foot corridor to provide for the proposed hiking/biking trail shall be required as a condition to new development on Carpinteria bluffs (see also Section 3.2).

Creek Trails

Trails along the three major creeks within the City provide a valuable link between areas north of Highway 101 and the beach.

Presently, a paved bikeway originates where North Via Real ends at Carpinteria Creek, proceeds under the freeway, and connects with Carpinteria Avenue east of the Casitas Pass Shopping Center. In the City's General Plan, a biking/hiking trail is shown connecting Carpinteria Avenue at this point with the beach. This trail should also connect with the foot bridge at Eighth Street and be extended along Eighth Street to serve the schools in the area. To develop the Carpinteria Creek trail, the City would need to determine the actual location of the trail, obtain the necessary easements along the creek, and provide required improvements.

An unpaved County right-of-way exists along the east side of the channelized portion of Santa Monica Creek south of Foothill Road to the City's boundary. The City has acquired a 20-foot dedicated easement on the east side of the creek from the existing northern City limit line south to the northern boundary of the Carpinteria Water District parcel. Therefore, it is currently possible for pedestrians and bikes to travel along the east side of the creek from Foothill Road to Via Real. From Via Real, pedestrians and bikes can connect with Santa Ynez Avenue by existing streets and cross the freeway, proceed along Seventh Avenue to Linden, and on to the beach. (This route from Foothill to the beach is shown in the City's General Plan.)

Franklin Creek has been channelized from Dorrance Way to 200 feet north of Malibu Drive. There are no usable easements on either side of the channel as it runs under the freeway or through the residential subdivisions to the north. South of 101, the east side of the channel is used by pedestrians and bicyclists. Beyond the channelized portions of the creek to the north, a trail follows the creek, crossing it in several places and continuing on to the high school and points in the foothills.

Policy 7-11: The City shall prepare an implementation program (including funding, landscaping, maintenance, dedication of easements, etc.) for the development of Carpinteria, Santa Monica, and Franklin Creek trails.

Policy 7-12: The creek trails shall be designed and located to prevent any direct or indirect adverse impacts on the riparian habitats of the creeks or on Carpinteria Marsh.

3.7.5 GENERAL ACCESS AND COASTAL RECREATION POLICIES

In addition to the area-specific policies and actions stipulated above, the following general policies for shoreline access and coastal recreation shall apply:

- Policy 7-13: For all developments between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all dry sandy beach seaward of the base of the bluff shall be dedicated to the City. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the City. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide.
- Policy 7-14: The City, or appropriate public agency, shall determine the environmental carrying capacity for all existing and proposed recreational areas sited on or adjacent to dunes, wetlands, streams, tidepools, or any other areas designated as "Habitat Areas" by the land use plan. A management program to control the kinds, intensities, and locations of recreational activities so that habitat resources are preserved shall be developed, implemented, and enforced. The level of facility development (i.e., parking spaces, camper sites, etc.) shall be correlated with the environmental carrying capacity.
- Policy 7-15: In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational activities that are not coastal dependent may be located within this 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e., lifeguard towers, volleyball nets, etc.) be located directly on the dry sandy beach.
- Policy 7-16: Recreational uses on oceanfront lands, both public and private, that do not require extensive alteration of the natural environment (i.e., tent campgrounds) shall have priority over uses requiring substantial alteration (i.e., recreational vehicle campgrounds).
- Policy 7-17: No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal dependent industrial uses when no alternate route is feasible.
- Policy 7-18: In implementing all proposals made in this plan for expanding opportunities for coastal access and recreation, purchase in fee (simple) shall be used only after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include: purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development.
- Policy 7-19: Development of an off-road vehicle park shall not be permitted within the City or the urban area as defined on the land use plan map.

Policy 7-20: In those areas where it is established that the public has acquired a right of access through use, custom or legislative authorization, new development shall not interfere with or diminish such access. This policy shall be interpreted to allow flexibility in accommodating both new development and continuation of historic public parking and access (see Policy 7-1).

3.7.6 COMMERCIAL VISITOR-SERVING RECREATION

According to the Coastal Act, "the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal dependent industry." Coastal policies also require that, to the extent possible, visitor-serving commercial facilities be located within existing developed areas.

Visitor-serving commercial development includes hotels, motels, restaurants, and commercial recreation developments such as shopping and amusement areas. For the purposes of this plan, visitor-serving commercial uses are also defined to include such uses as service stations, retail commercial enterprises and other commercial uses which serve the needs of the local community and the highway traveler as well as the longer-term visitor (see Appendix B for land use definitions).

As a small beach-oriented community, the City of Carpinteria currently provides substantial visitor-serving accommodations. About one-third of the City's 2.5 miles of shoreline is devoted to the State Beach Park which caters to the out-of-town camper; the park now contains 261 campsites and recreational vehicle accommodations. Many of the apartments and condominiums in the beach area offer weekly rates during the summer months for vacationers, providing a minimum of 150 summer rentals. At present, the City's four motels offer an additional 100 units for overnight accommodation.

Because of the City's extensive frontage along U.S. 101, highway-related development has occurred both north and south of the freeway as evidenced by a growing number of fast-food restaurants and service stations. These frontage areas along Carpinteria Avenue and North Via Real as well as the downtown section along Linden Avenue can support additional visitor-serving/highway-related development as long as it is balanced with commercial activity to serve local needs. To this end, several areas are designated on the land use plan map for general commercial and visitor-serving/highway commercial uses. The intent of this dual land use designation is to identify those areas in which visitor-serving/highway commercial uses will be given priority over other commercial uses, if possible. One five-acre parcel on the bluffs at the City's eastern limits and the adjacent twenty acres in the unincorporated area are designated solely for visitor-serving use.

Under the land use plan, of the approximately 80 acres designated for commercial use within the City, 40 acres are targeted for visitor-serving priority and 5 acres are designated for visitor-serving as the principal permitted use.

Policy 7-21: A percentage of the total square footage of all properties fronting Linden Avenue from 5th to 8th Street shall be maintained as visitor-serving uses. The percentage maintained shall be equal to that of the existing area currently occupied by visitor-serving uses as of December 15, 1979. It is recognized that in order to serve the needs of the beach park visitors, vacationers utilizing residential units south of the tracks, and residents of the area, a broad definition of uses is required in this area. A list of permitted uses (or of excluded uses) will be included in the LCP during Phase III (zoning and implementation).

3.8 AGRICULTURE

3.8.1 COASTAL ACT POLICIES

30241. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses and where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(d) By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(e) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b) of this section, and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

30242. All other lands suitable for agricultural use shall not be converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

30243. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

3.8.2 PLANNING ISSUES

Within the City limits, agricultural land use is limited to an avocado orchard on the Barnard property at Casitas Pass Road and Highway 101, an abandoned lemon orchard on Sawyer Avenue, the recently planted gypsophila fields north of Eugenia Place and on the Reeder property, and the combined open field agriculture and lemon orchards at Ogan Road and Linden Avenue. Only the Barnard and Reeder parcels are planned for continued long-term agricultural use.

In the Carpinteria Valley, agriculture is the dominant land use at this time. Over the years, a trend toward higher return specialty crops, e.g., cut flowers and nursery stock, lemons, and avocados, has emerged in response to the area's prime growing conditions and the escalating land values characteristic of an urbanizing area. Of the approximately 3,900 acres in agricultural use in the Valley at this time, 3,200 acres are planted to lemons and avocados; 650 acres are devoted to greenhouse and nursery production; and the remaining acreage is being cultivated for other irrigated crops. Outside of the existing limits of the City of Carpinteria, there are an estimated 2,350 acres of prime soils in the Valley, representing about 60 percent of the lands in production.

The Carpinteria Valley is the largest, prime agricultural resource in the County's coastal zone and, therefore, has been the subject of special study. In a report entitled Agriculture in the Carpinteria Valley (on file in the City Planning Department), the economic viability of agriculture in the Valley was assessed and the impacts of greenhouse development on the Coastal Act mandate of protecting the long-term productivity of soils and preserving prime agricultural lands were researched. This study provides the basis for the following discussion of agriculture in the Carpinteria area and ensuing policy recommendations.

The Agricultural Preserve Program

The County's commitment to the preservation of agricultural lands is demonstrated in the success of its Agricultural Preserve Program. In the Carpinteria Valley, 2,878 acres, or some 64 percent of the lands designated for agriculture use, are under preserve status at this time. Although none of the greenhouse growers has elected to join the program to date, 55 acres of nursery production have been enrolled.

Economic Viability of Agriculture in the Carpinteria Valley

Coastal policies require that the maximum amount of prime agricultural land be maintained in production to assure the protection of the area's agricultural economy. In the Carpinteria Valley, agriculture has remained economically viable in spite of urban pressures because the area's climate, soils, and air quality combine to make it one of the best environments in the State for the production of specialty crops. The greenhouse, nursery, and open field flower industry has grown markedly since its introduction in 1962 and is currently the most economically viable form of agriculture in the Valley. In 1977, the Valley alone accounted for over half of the County's total greenhouse and nursery production. Avocados are the Valley's second most profitable crop and should remain so for at least the next five to ten years. This favorable outlook for avocados is due to a combination of factors: Valley orchards, particularly those located on the prime soils of the Valley floor, produce exceptionally high yields; the Valley has a comparative market advantage in that, because of moderate climatic conditions, avocados can be harvested later in the season than in other local and State-producing areas, thus filling a market niche; and the California avocado industry overall is in an expansion phase with growing market potential. Lemons, on the other hand, have declined in economic value in recent years. On an average basis, net returns to a mature lemon orchard

currently do not offset costs; and the high selling price of prime agricultural land in the Valley renders new lemon plantings economically infeasible at this time.

In addition to the economic returns received from agricultural production, other incentives which contribute to the viability of coastal agriculture include investment benefits such as tax shelters and hedges against inflation. The acquisition of a rural residential life style is sometimes an added incentive to invest in agricultural lands. Thus, depending on the investment goals of the land owner, agriculture can provide a diversity of income alternatives, ranging from a full livelihood to a situation in which the agricultural returns to the land are used to supplement another outside source of income. All of these factors need to be considered in assessing the viability of agriculture. However, accommodation of such amenity values must be subordinate to the Coastal Act goal of protecting the agricultural economy.

Urban/Rural Boundary

Coastal policies require that conflicts between agriculture and urban uses be minimized by, among other means, establishing stable boundaries between urban and rural areas. This is especially applicable to the Carpinteria Valley where prime agricultural lands have given way to urban uses in a rapidly developing area.

Also, according to the Coastal Act, new development should be located within, contiguous with, or in close proximity to existing developed areas, which are defined as areas upon which urban development presently exists or lands developed to a density of two or more units per acre (Appendix A).

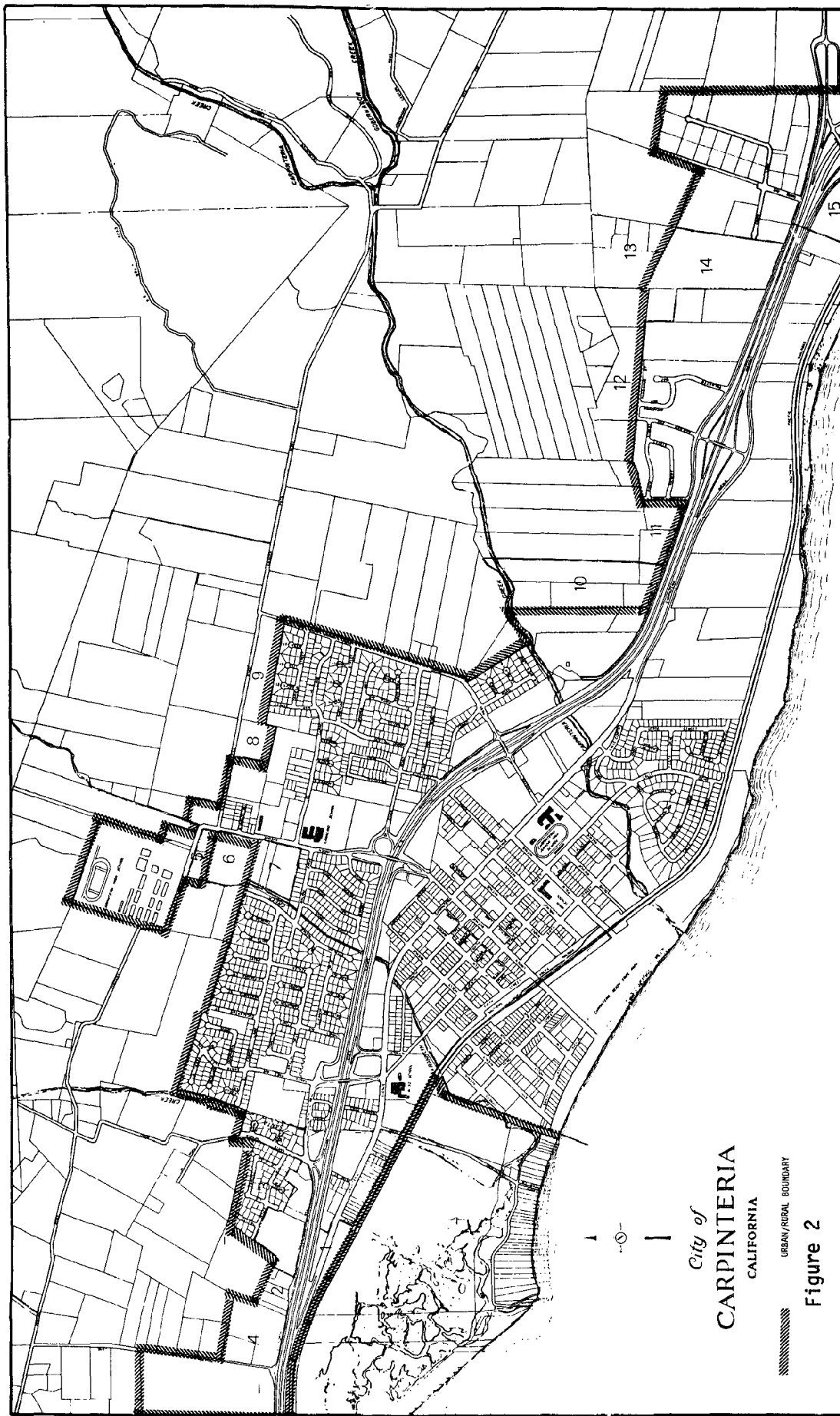
Since its incorporation in 1965, the City's most rapid growth occurred from 1970 to 1975, when the population increased from 6,982 to 9,325, an average annual growth rate of approximately seven percent. During that period, three large residential subdivisions and an industrial park were annexed to the City, extending the urban boundary to the north and east. The City's easterly expansion paralleled Highway 101 (north and south) nearly to the Ventura County line. With the exception of the Reeder parcels (north of 101 and adjacent to the Rancho Granada and San Roque Mobile Home Parks), the City's expansion into this rural area did not encroach upon prime soils. The residential subdivisions to the north, however, did claim prime soils (Class II), although the presence of a high water table north and west of the City has been a deterrent to some types of agriculture. At present, the City's boundaries north of Highway 101 generally abut existing agriculture or prime agricultural soils. Consequently, criteria for designating lands for agricultural use over the long term and limiting premature conversions of agricultural lands need to be developed.

3.8.3 LAND USE PLAN PROPOSALS

Along with other measures for the preservation of agriculture in the Carpinteria Valley, an urban/rural boundary is delineated on the land use plan map (Figure 2). This boundary provides a stable demarcation between the agricultural lands of the Carpinteria Valley and those areas appropriate for infilling of urban uses for the foreseeable future. All lands meeting one or more of the criteria listed in Policy 8-1 are designated for agricultural use, and, therefore, defined to be within the rural area. The urban area has been expanded to include only those areas contiguous with the existing City limits where the agricultural potential is severely impaired because of poor soils and drainage conditions or where conflicts with surrounding urban uses exist (e.g., parcels fronting Via Real and Cravens Lane west of the City's existing limits (Area 4) and an agricultural island adjacent to the industrial park to the east (Area 14). A detailed explanation of the rationale for each extension of the urban boundary follows. Overall, under the proposed urban/rural boundary, approximately 115 acres now located outside of the existing City limits would be added to the urban area. An estimated 195 additional housing units could theoretically be built in the areas proposed for urban expansion, increasing the number of potential housing units theoretically permitted under the land use plan for the City from 1,155 to 1,350.

The urban/rural boundary follows the existing western limits of the City from the ocean to just south of Highway 101, where the boundary extends westward to include two long, narrow parcels on either side of Carpinteria Avenue (Area 1). North of Highway 101, the boundary again extends westward to take in the Carpinteria Camper Park on North Via Real (Area 2) and continues further west to include three parcels in Area 4 bounded by Cravens Lane and North Via Real (APN 3-050-20,22,60) and the Sandpiper Mobile Home Park. As existing urban uses, the parcels in Area 2 and the mobile home park represent a logical extension of the urban boundary. The agricultural potential of the three parcels located between these urban uses (Area 4) is severely limited by non-prime soil conditions, a high water table and poor drainage. At some times during the year, portions of these parcels are inundated because of the drainage problems that exist in the area. Therefore, these parcels have also been added to the urban area. The Hall parcel (APN 3-050-17) located to the northeast is not as severely restricted for agricultural uses as the parcels aligning North Via Real; greenhouses or other annual crops having a shallow rooting depth would be viable here. Consequently, this parcel is not included within the urban area at this time.

To the north, the urban boundary encompasses the existing unincorporated residential subdivision known as Santa Monica Gardens (Area 3) and continues north then east, following the City limits to Franklin Creek. Here the urban boundary is extended to include Areas 5 and 7. Area 5 contains the Boy's Club on the west and several small parcels currently planted to lemons on the east. Continued agricultural production on these parcels is inhibited



by parcel size (about one acre each) and the presence of a high water table, although soils are prime (Class II); the easternmost parcel at the bend in Foothill Road is further limited by a County Flood Control easement through the southeast section of the property. Area 7 is surrounded on three sides by urbanization; soils are prime but agricultural production is limited again because of a high water table and there is no existing agriculture on the properties at this time. These parcels represent a logical extension of the urban boundary. Parcel 6, on the other hand, is associated with the adjacent celery transplant operation and is, therefore, designated for agricultural use and included in the rural area.

Parcels 8 and 9, located between the City's northern boundary and Casitas Pass Road, currently support viable orchards on prime soils (Class I and II). Therefore, these parcels have been excluded from the urban area.

The urban/rural boundary then follows the City's existing limits in a southerly direction along Casitas Pass Road and southeast to Carpinteria Creek. At this point, the boundary conforms to the existing mobile home park, proceeds south to North Via Real, and continues eastward along Via Real to the McKeon development. The Reeder parcels (Area 10) and two small parcels in Area 11 are, therefore, excluded from the urban area. The Reeder parcels are located on prime soils and are partially planted to gypsophila at this time. While the western parcel in Area 11 is composed of prime soils, soils on the eastern parcel are non-prime (Class III); both of these parcels are designated for agricultural use because of their agricultural potential.

Proceeding north and eastward, the boundary line follows the existing City limits, separating the McKeon development from the rural lands to the north (Area 12). There are nine parcels in this rural area, ranging in size from two to seven acres. Although soils are non-prime, most of the parcels are planted to avocados (new plantings as well as producing trees exist), and a thick stand of oak trees covers the eastern section. The sloping terrain and ranchette type of land use pattern that prevail in this area provide a natural buffer between the prime agricultural lands to the north and existing dense urban development to the south. Area 13, a rural residential subdivision of 15 one-acre lots located to the east of Area 12 is also excluded from the urban area.

The urban line is extended to include a 25-acre agricultural island and a 4-acre parcel adjacent to this property on the northwest (Area 14). Soils in this area are non-prime and the agricultural use has been impaired by drainage and other problems created by surrounding urban development. Long term agricultural use of these parcels is further constrained because the area would not qualify for agricultural preserve status due to the lack of contiguous agricultural lands to meet the 40-acre minimum requirement. The southern portion of this area would be a logical extension of the industrial park while the northern portion would be suited for residential development compatible in density and character with the subdivision in Area 13.

Finally, the urban boundary is extended to include Area 15, which is comprised of some 20 undeveloped acres that should be planned comprehensively with other portions of the bluffs within the City's jurisdiction. (See Section 3.2.5 for a discussion of the proposed land use and conditions for development in this area.) These lands have no agricultural potential and are a logical extension of the urban area for visitor-serving uses because of the area's accessibility to U.S. 101, ocean views, and proximity to the dry sandy beach at Rincon County Park.

3.8.4 POLICIES

Policy 8-1: An agricultural land use designation shall be given to any parcel in rural areas that meets one or more of the following criteria:

1. prime agricultural soils (Capability Classes I and II as determined by the U.S. Soil Conservation Service)
2. prime agricultural lands as defined in Section 51201 of the Public Resources Code (Appendix A)
3. lands in existing agricultural use
4. lands with agricultural potential (e.g., soil, topography, and location that will support long-term agricultural use).

These criteria shall also be used for designating agricultural land use in urban areas, except where agricultural viability is already severely impaired by conflicts with urban uses.

Policy 8-2: If a parcel(s) is designated for agricultural use and is located in either (a) a rural area contiguous with the urban/rural boundary or (b) an urban area, conversion or annexation shall not occur unless:

1. the agricultural use of the land is severely impaired because of non-prime soils, topographical constraints, or urban conflicts (e.g., surrounded by urban uses which inhibit production or make it impossible to qualify for agricultural preserve status), and
2. conversion would contribute to the logical completion of an existing urban neighborhood, and
3. there are no alternative areas appropriated for infilling within the urban area or there are no other parcels along the urban periphery where the agricultural potential is more severely restricted, and
4. the parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses, and
5. conversion would result in a well-defined demarcation between urban and agricultural uses and would not create a precedent for conversion of adjacent agricultural lands.

3.9 ENVIRONMENTALLY SENSITIVE HABITAT AREAS

3.9.1 COASTAL ACT POLICIES

The guiding policies for the protection of land and marine habitats in the coastal zone set forth in the Coastal Act of 1976 are:

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

3.9.2 DEFINITION OF HABITAT AREAS

Although most undeveloped areas of the coastal zone, as well as many isolated pockets of open space within urban areas, provide a "habitat" for

one species or another, the intent of the Coastal Act is preservation of significant habitat resources. Environmentally sensitive habitat areas are defined as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem." (Coastal Act, Section 30107.5)

One of the principal tasks required in the development of the land use plan has been the identification and mapping of the significant habitat areas located within the Santa Barbara County coastal zone and the City of Carpinteria. Since most of this research has been reported in earlier draft reports which are on file in the City Planning Department, only a summary is provided here.

The environmentally sensitive habitat areas in the City of Carpinteria include tidepools in the area of Carpinteria Reef, butterfly trees in Salzgeber Meadow, and a harbor seal hauling ground near the Standard Oil pier. El Estero (Carpinteria Marsh) is a major wetland adjacent to the City's western boundary.

3.9.3 COASTAL PLANNING ISSUES

Habitats are an environmentally sensitive resource because of their vulnerability to disturbance or destruction from human activities. Recreational uses, agricultural practices, and development are the greatest threats to habitats at the present time.

Recreational Uses: Many recreation areas are located on or near habitat resources. Impacts from recreational uses include ORV trespass, trampling or alteration of vegetative cover, disturbance of wildlife, collection of specimens, and harvesting for food. These problems are exacerbated by the lack of public awareness of the value of habitats and the potential for damage from these activities. Some of these impacts could be mitigated by proper management and maintenance of park areas and better control over types and locations of recreational activities.

Agricultural Uses: Certain agricultural practices have impact on habitats. These practices include the use of stream water for irrigation, land clearing, and pesticide applications. Such practices may damage habitats by causing stream depletion, erosion, and contamination through runoff.

Development: Urban and/or industrial development near or adjacent to habitats may be accompanied by a host of human activities and related land uses which are incompatible in many instances with the continued existence of certain species. Specific impacts include noise, pollution, intrusion, and habitat removal through grading, paving, and placement of structures. Oil development is an issue of particular concern due to the threat of oil spills. Existing oil spill contingency measures may not be adequate to save wetlands, tidepools, and kelp beds in the event of a spill.

Existing Land Use Control Measures: Existing City procedures and ordinances are not adequate to ensure protection of coastal habitat resources. Habitat areas are not specified or protected in existing general plan or zoning designations. Consequently, protection of habitats is generally left to

the environmental review process. This procedure provides only limited protection of habitat resources. Not only are many projects exempt from environmental review, but it is rare that a project is denied on the basis of findings in environmental documents. Moreover, the lack of existing City policy means that projects are designed without benefit of specific guidelines to ensure protection of habitat resources. If project re-design is required as a result of environmental review, costs to developers increase significantly.

3.9.4 ENVIRONMENTALLY SENSITIVE HABITAT AREA OVERLAY DESIGNATION

The land use plan includes an Environmentally Sensitive Habitat Area overlay designation to address the deficiencies in existing regulatory procedures. Under the overlay designation, significant habitat resources are located on the land use plan maps and policies for each habitat type are included as guidelines for development. The following criteria were used in determining which habitats warranted the Habitat Area designation:

1. Unique, rare, or fragile communities which should be preserved to ensure their survival in the future, i.e., dune vegetation, native grasslands.
2. Rare and endangered species habitats that are also protected by Federal and State laws, i.e., harbor seal rookeries and haul out areas.
3. Plant community ranges that are of significant scientific interest because of extensions of range, or unusual hybrid, disjunct, and relict species (see definitions in Appendix A).
4. Specialized wildlife habitats which are vital to species survival, i.e., white-tailed kite habitat, butterfly trees.
5. Outstanding representative natural communities that have values ranging from a particularly rich flora and fauna to an unusual diversity of species.
6. Areas with outstanding educational values that should be protected for scientific, research, and educational uses now and in the future.
7. Areas that are important because of their biological productivity such as wetlands, kelp beds, and intertidal areas.
8. Areas that are structurally important in protecting natural landforms and species, i.e., dunes which protect inland areas, riparian corridors that protect stream banks from erosion and provide shade, kelp beds which provide cover for many species.

All significant habitat resources in the City which meet at least one of these criteria are designated on the land use plan maps.* Due to the limitations of mapping techniques and, in some cases, incomplete information on habitat areas, the following general policies shall apply.

POLICIES:

- 9-1: All parcels designated by the Habitat Area Overlay as shown on the land use maps and parcels within 250 feet of the boundary of such a designation shall be subject to a site inspection by a qualified biologist, to be selected jointly by the City and the applicant. All development plans, grading plans, etc., for these areas shall show the precise location of the habitat(s).
- 9-2: Prior to issuance of a development permit, all projects shall be found to be in conformity with the applicable habitat protection policies of the land use plan (Policies 9-1 to 9-20).
- 9-3: In cases where a habitat area is not designated on the land use plan map and a habitat is found to be on a parcel, a site survey by a qualified biologist shall be made and conformance to the relevant habitat policies of the land use plan shall be required.

Habitats found in or adjacent to the City of Carpinteria and policies for protecting these habitats are listed below. These policies are in addition to existing State and Federal regulations which protect many species of plants and animals and their habitats.

HABITAT TYPE: Wetlands

Location: Carpinteria Marsh, mouth of Carpinteria Creek

Description: Wetlands, and their associated biotas (marshes, swamps, lagoons, and sloughs) are extremely fertile and productive environments. They act as nurseries for many aquatic species and serve as feeding and nesting areas for many waterfowl including rare and endangered species. Tidal flushing from the ocean and nutrient rich freshwater runoff mix to form a delicate balance that maintains the productivity of these environments. Eighty to

*While the designations reflected on the land use plan maps represent the best available information, these designations are not definitive and may need modification in the future. The scale of the land use plan maps precludes complete accuracy in the mapping of habitat areas and, in some cases, the precise location of habitat areas is not known. In addition, migration of species or discovery of new habitats would result in the need for designation of a new area. Therefore, the boundaries of the designations should be updated periodically in order to incorporate new data. Changes in the overlay designations may be initiated by the City or by landowners.

ninety percent of the State's shorebirds utilize wetland habitats while in California (Fish and Game, 1971). Furthermore, six endangered and one rare species are dependent on the coastal wetlands. These include the California brown pelican (*Pelicanus occidentalis*), American peregrine falcon (*Falcon peregrinus*), lightfooted clapper rail (*Rallus longirostris*), California least ern (*Sterna albifrons*), and the salt marsh harvest mouse (At the Cross-roads, 1976). Loss of 60 to 70 percent of California's wetland acreage since 1900 as a result of development, dredging, and siltation underscores the need to protect remaining wetland habitats. Development activities in upland watersheds and stream alteration pose the greatest threats to continued viability of wetland habitats due to toxic runoff and siltation. Direct impacts include dredging, mosquito abatement practices, and flood control projects.

Carpinteria Marsh is located immediately west of the City of Carpinteria. The wetland area is listed as a high priority wetland for protection by the California Department of Fish and Game (1974). Two endangered bird species, the lightfooted clapper rail and Belding's savanna sparrow, inhabit the Marsh along with *Cordylanthus maritimus*, an endangered plantspecies. The University of California has recently purchased 120 acres of this 230-acre Marsh for inclusion in its Statewide Natural Land and Water Reserve System. Access to the Marsh is restricted to individuals and groups such as Natural History Museum personnel, Audubon bird watching groups, and University researchers. Impacts on the Marsh from urban and agricultural runoff, sedementation, and mosquito abatement threaten its productivity.

On the land use plan map, Carpinteria Marsh is designated with a Habitat Overlay which extends to the City's western limits. Areas within the City that border the marsh, therefore, will be subject to Policies 9-1, 9-4, and 9-5. Since the area bounded by the City's western limits, Ash Avenue, and Third Street is contiguous to the Marsh, land use alternatives and conditions for development in this area are specified in the development section of the plan, Section 3.2. Also Policies 3-13 to 3-19 will apply to areas within the watershed of the marsh (Section 3.3).

The lagoon at the mouth of Carpinteria Creek is also designated with a Habitat Overlay and will be subject to the following policies.

POLICIES:

Policy 9-4: The upland limit of a wetland shall be defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. Where environmental factors may prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetlands or deep-water habitats will define their limits. If question exists, the limit will be determined by habitat survey made by a qualified biologist.

A buffer strip, 100 feet in width, shall be maintained in a natural condition along the upland limits of all wetlands. No structures other than those required to support light recreational, scientific and educational uses shall be permitted, where such structures are consistent with all other wetland development policies and where all possible measures have been taken to prevent adverse impacts.

Policy 9-5: New development adjacent to the required buffer around wetlands shall not result in adverse impacts due to additional sediment, runoff, noise, and other disturbances.

HABITAT TYPE: Butterfly Trees

Location: Salzgeber Meadow (other locations may exist)

Description: Tagging studies indicate that the Monarch Butterfly (Danaus plexippus) migrates southward over long distances to escape the cold winters of the central and northern states. The Monarch Butterflies' wintering grounds are areas within a coastal strip extending from Los Angeles to Monterey. These wintering grounds are roosting habitats consisting of a circular configuration of tall trees, usually eucalyptus, which are essential for the mating phase of the Monarch Butterfly's life cycle. During the fall and winter months, the trees are used by massive numbers of Monarch Butterflies as communal roosts. These winter clusters represent the most sensitive part of the Monarch's life cycle. Repopulation of the species depends upon the mating phase which occurs in these specialized habitats. Little is known about the behavior patterns and migration routes of the Monarch Butterfly; therefore, this habitat is of important scientific, educational, and general public interest.

POLICIES:

9-6: Butterfly trees shall not be altered or removed, except where they pose a serious threat to life and property.

9-7: Adjacent development shall be set back a minimum of 50 feet from the trees.

HABITAT TYPE: Marine Mammal Rookeries and Hauling Grounds

Location: Sandy pocket near the Chevron pier

Description: Harbor seals have a life span of from 15 to 30 years, weigh up to 150 kilograms, and average 1.5 to 2.0 meters in length. Population estimates of harbor seals along the California coast range from a minimum of 1,600 to a maximum of 2,500 individuals. Harbor seal hauling grounds are usually sandy beaches or rocky outcrops frequented by harbor seals. Some of these areas are used for rookeries (giving birth and nursing). Studies indicate that nearby deep water, headlands which restrict lateral access, shelf-like offshore rocks, and offshore kelp beds (used for feeding and rafting) are factors influencing selection of hauling grounds. Harbor seal hauling out appears to be regulated by the time of day, tidal fluctuations, and human disturbances. Harbor seals do not haul out on beaches that are used heavily by the public. In fact, they have been known to entirely abandon hauling grounds because of excessive human activity. In some cases, however, harbor seals have adapted to minor disturbances such as occasional beach walkers and noise of boats or aircraft.

Harbor seals and other marine mammals are protected under the provisions of the Federal Marine Mammal Protection Act. This legislation encourages "efforts to protect the rookeries, mating grounds, and areas of similar significance for each species of marine mammal from the adverse effect of man's action" (Section 2(2)).

Located 100 meters due east of the Chevron pier, the Carpinteria hauling grounds consist of a sandy pocket beach connected by a sand spit to a

shelf-like intertidal rock outcrop (J.L. Bowland, 1978). The seals use this hauling ground during the night and occasionally during the day; however, they do not use the rock outcrop when people or dogs are nearby. Observations indicate as many as 90 seals use the area (J.L. Bowland, 1978).

POLICIES:

- 9-8: Harbor seal hauling grounds shall not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the Chevron pier shall be permitted as necessary, as long as disturbances to the harbor seal hauling grounds are minimized.

HABITAT TYPE: Rocky Points and Intertidal Areas
Location: Carpinteria Bluffs Area

Description: Rocky points and intertidal areas provide habitats for a diversity of marine organisms which are adapted to harsh and changing environmental conditions such as wave shock and moisture fluctuation. Direct human disturbance, such as foot traffic, collecting of organisms, or any sort of handling is very destructive to the existing biota. Adverse impacts on marine water quality also affect the biota which thrive on rocky points and intertidal areas. Destruction to the organisms at one rocky point decreases the probability of natural replacement of organisms at other points because of their biological interdependence.

The Carpinteria reef and bluffs, located at the eastern edge of Carpinteria State Beach, present the most diverse intertidal area on the mainland south of Point Arguello (Santa Barbara County, Conservation Element). The reef contains organisms from relatively large taxonomic groups which are absent in other areas. Additionally, some species uncommon on the South Coast have been sighted in the Carpinteria Reef.

POLICIES:

- 9-9: In order to prevent destruction of organisms which thrive in intertidal areas, no unauthorized vehicles shall be allowed on beaches adjacent to intertidal areas.
- 9-10: Only light recreational use shall be permitted on public beaches which include or are adjacent to rocky points or intertidal areas.
- 9-11: Shoreline structures, including piers, groins, breakwaters, drainages, seawalls, and pipelines, shall be sited or routed to avoid significant rocky points and intertidal areas.

HABITAT TYPE: Subtidal Reefs
Location: Carpinteria

Description: Subtidal reefs are offshore rocky areas that serve as attachment points for a high number and diversity of algae, invertebrates, and fish

species. The reef environment is a unique and rich resource, used for research, education, and commercial and recreational fishing.

Carpinteria Reef is located offshore at the extreme eastern edge of Carpinteria State Beach and extends one mile to the south. This reef is very diverse biologically. For example, Elysia and Tigripus invertebrates, which are not often seen on the South Coast, are found on the Carpinteria Reef. The reef is of high scientific and educational value and is sensitive to collecting pressures due to extensive recreational use. Carpinteria Reef is also a popular skin and scuba diving area. The California Department of Fish and Game considers this reef to be a favorite spear fishing spot for opaleye, halfmoon, sheephead, and pile perch.

POLICIES:

9-12: The marine resources of Carpinteria Reef shall be protected. If evidence of depletion of these resources is presented, the City shall work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures.

HABITAT TYPE: Kelp Beds

Location: Along the coast from Jalama to Carpinteria

Description: Kelp beds are productive environments which serve as fish habitats and are therefore important to sport and commercial fishermen and biologists. Kelp beds are destroyed by poor water quality from sources such as sewer outfalls, siltation and other ocean bottom disturbances, water temperature changes, and overgrazing from marine invertebrates (such as the sea urchin) and fish. Extensive kelp bed areas have been destroyed in Southern California coastal areas due to some of these impacts. The effect of kelp harvesting on long-term survival and productivity is a source of considerable controversy. The activities of kelp cutters are currently regulated by the California Department of Fish and Game. In addition, the removal of seaweed is prohibited in the City's granted tidelands except for navigational or fishing purposes (Section 4137, City of Carpinteria Municipal Code).

HABITAT TYPE: Native Plant Communities (examples: coastal sage scrub, chaparral, coastal bluff, closed cone pine forest, California native oak woodland (also individual oak trees), endangered and rare plant species as designated by the California Native Plant Society, and other plants of special interest such as endemics.

Location: These habitats are not designated on the land use maps because they occur in so many areas. Therefore, the policies will have to be applied on a case-by-case basis as projects are reviewed.

Description: Natural ecological systems composed of native plant species serve many essential functions. They serve as wildlife habitats and provide nesting sites and feeding resources for many animals. Native plants, due to their adaption to the local environment, use less water than most introduced species and contribute to the stabilization of soil on bluffs, hillsides, and watersheds. In addition, native plants are an integral component of the landscape that makes the Santa Barbara County coastal zone a visual resource of more than local importance. Oak trees need special attention, as they are large and provide important habitat and shading. They are very long-lived, relatively slow growing, and are easily harmed by surrounding land uses.

POLICIES:

- 9-13: Oak trees, because they are particularly sensitive to environmental conditions, shall be protected. All land use activities shall be carried out in such a manner as to avoid damage to native oak trees.
- 9-14: When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. All development shall be sited, designed, and constructed to minimize impacts of grading, paving, construction of roads or structures, runoff, and erosion on native vegetation. In particular, grading and paving shall not adversely affect root zone aeration and stability of native trees. (See also Policies 3-13 to 3-19).

HABITAT TYPE: Streams

Location: Intermittant Streams: Santa Monica Creek
Franklin Creek
Carpinteria Creek

Description: Streams and creeks provide habitats for many bird, animal, and plant species and serve as major corridors for transportation of nutrients and sediments to wetlands and estuaries. They also play a critical role in providing sand for beach replenishment. Streams and creeks provide an environment for plant and animal species that cannot tolerate the arid conditions of the dominant chaparral environment. Riparian vegetation, including California Bays (Umbellularia californica), Willows (Salix spp.), Big Leaf Maples (Acer macrophyllum), and Sycamores (Plantanus Racemosa), is found along many of the County's streams. Strands of California Walnut (Juglans californica), uncommon in Santa Barbara County, occur along Rincon Creek. Additionally, numerous water-loving organisms including the Monterey Salamander (Ensatina) and the Pacific Pond Turtle (Clemmys marmorata) live within these stream environments.

Streams and creeks affect both the quantity and quality of local water supplies. Heavy siltation of the stream bed can clog the natural flow of water from the surface into groundwater reserves. Increased sedimentation in streams also results in higher flows and increased flood hazards. Polluted runoff from upland development or direct discharge into a stream can infiltrate the groundwater, thereby polluting underground water resources. Development and land use activity within and adjacent to the watercourse have profound effects on stream hydrology, channel geometry, and water quality. Protection of streams requires regulation of land use within the immediate environment as well as control of land use in the larger watershed. The following policies are directed at development within the stream corridor. Regulation of land uses in the watershed is addressed in Section 3.3 of the plan.

Definitions:

Stream: watercourses, including major and minor streams, drainageways, and small lakes, ponds, and marshy areas through which streams pass.

Major Stream: a continuously flowing water body, i.e. perennial streams.

Minor Stream: an intermittently flowing stream or a permanent stream with low flow during all or part of the year.

Riparian Vegetation: vegetation normally found along the banks of streams, creeks, and rivers.

Stream Corridor: a stream and its minimum prescribed buffer strip.

Buffer: a designated width of land adjacent to the stream which is necessary to protect biological productivity, water quality, and hydrological characteristics of the stream. A buffer strip is measured horizontally from the banks or high water mark of the stream landward.

POLICIES:

9-15: The minimum buffer strip for natural streams within the City shall be 20 feet from the top of the bank. These minimum buffers may be adjusted by the City on a case-by-case basis after investigation of the following factors:

- a. soil type and stability of the stream corridor;
- b. how surface water filters into the ground;
- c. types and amount of riparian vegetation and how such vegetation contributes to soil stability and habitat value;
- d. slopes of the land on either side of the stream; and
- e. location of the 100-year flood plain boundary.

9-16: No structures shall be located within the stream corridor except: developments where the primary function is the improvement of fish and wildlife habitat; dams; structures necessary for flood control purposes; bridges, when supports are located outside the critical habitat; and pipelines, when no alternative route is feasible.

9-17: All development, including dredging, filling, and grading, within stream corridors shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines, when no alternative route is feasible. When such activities require removal of riparian plant species, re-vegetation with local native plants shall be required. Minor clearing of vegetation shall be permitted for hiking and equestrian trails.

9-18: All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.

9-19: Cultivated agriculture and the installation of septic tanks shall be prohibited within stream corridors.

9-20: Other than projects that are currently approved and/or funded, no further concrete channelization or other major alterations of streams in the City shall be permitted.

- 9-21: No development or substantial alteration of natural stream corridors shall be permitted unless the City finds that such action is necessary to protect existing structures and that there are no less environmentally damaging alternatives. Where development or alteration is permitted, best mitigations feasible shall be a condition of project approval.

3.9.5 RECOMMENDED ACTIONS

The following actions are needed to ensure long-term preservation of habitat resources:

1. The City should encourage the rangers at Carpinteria State Beach Park to prohibit the collecting of marine organisms in rocky points and intertidal areas.
2. The City should encourage and support efforts to increase public understanding of significant habitat areas by all of the following measures:
 - a. Encouraging educational programs on habitat areas in the public schools and informal education programs through community organizations.
 - b. Providing signs, interpretive displays, etc., on habitat sites which are on or adjacent to City parks.

3.10 ARCHAEOLOGICAL AND HISTORICAL RESOURCES

3.10.1 COASTAL ACT POLICY

30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

3.10.2 ARCHAEOLOGICAL RESOURCES

Well-known archaeological resources of the City of Carpinteria include the asphalt deposits and shell midden areas in the vicinity of Carpinteria State Beach Park. These and other archaeological sites have been identified through the environmental review process.

At present, urbanization and public access appear to be the principal sources of destruction to archaeological sites. Direct threats posed by urbanization include: plowing; bulldozing; residential and industrial construction; grading for roads and highways; construction of parking lots, airstrips, and railways; cattle grazing; water projects (eroding and burying sites); off-road vehicles; recreational developments; natural forces (water and wind); and unauthorized collecting of artifacts.

One of the most significant indirect threats for the destruction of archaeological sites is public access. Vandalism has always been a source of destruction to sites, and the probability of it occurring increases with access to areas of archaeological significance. Any increase in temporary or permanent population in the vicinity of a site through construction of housing projects, trailer parks, campgrounds, or recreation areas increases the vulnerability of archaeological sites disturbance. Construction of public roads which provide access to areas of archaeological significance and publication of known site locations or areas of site density also can increase vandalism.

Policies

- 10-1: All available measures, including purchase, tax relief, purchase of development rights, etc., should be explored to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, adequate mitigation shall be required.
- 10-2: Activities other than development, which could damage or destroy archaeological sites, including off-road vehicle use and unauthorized collecting of artifacts, shall be prohibited.

3.10.3 HISTORICAL RESOURCES

Presently designated historic landmarks in the City include the following:

California State Landmark #535: LA CARPINTERIA (1769) two State Markers:
956 Maple Avenue, and southeast of Carpinteria Creek bridge on
Carpinteria Avenue (south side)

Carpinteria City Landmark #1: WARDHOLME TORREY PINE, 5160 Carpinteria Avenue
Carpinteria City Landmark #2: HEATH RANCH PARK AND ADOBE, Eucalyptus Street
Carpinteria City Landmark #3: SITE OF ORIGINAL LIBRARY, 892 Linden Avenue
Carpinteria City Landmark #4: PALM TREES on parkway between 7th and 8th
Streets, at corner of Linden and 7th Street

There are numerous other local sites of historic significance which could be considered for designation.

Recommendations

1. A survey of Carpinteria's historical resources should be organized and conducted by the staff and volunteers of the Carpinteria Valley Museum in cooperation with the membership of the Carpinteria Valley Historical Society, the Society's Historic Sites Committee, and the Santa Barbara County Historical Landmark Advisory Committee. As a result of the survey, priorities for identified areas and protection measures should be developed. The most significant sites should be designated as landmarks.
2. Historic sites of national significance should be nominated for landmark status by the National Historic Landmarks Program and the National Registry of Historic Places. Those of Statewide significance should be nominated for inclusion on the register of California Historical Landmarks.

3.11 AIR QUALITY

3.11.1 COASTAL ACT POLICIES

Only two sections of the Coastal Act directly address the issue of air quality. Under Section 30253.(3) of the Coastal Act, new development shall

"Be consistent with requirements imposed by an air-pollution control district or the State Air Resources Control Board as to each particular development."

In addition, under Section 30253.(4), new development shall

"minimize energy consumption and vehicle miles traveled."

A number of other sections of the Coastal Act reinforce these policies either directly or indirectly. Section 30250 urges that new development be located near existing developed areas to prevent excessive sprawl. Section 30252 requires that new development be sited so as to assure the potential for public transit for high intensity uses, and that non-automobile circulation be encouraged within the development. Under Section 30241, protection of agricultural land by establishing stable urban-rural boundaries, limiting conversions of agricultural land, and controlling public service and facility extensions, further acts to limit sprawl and thus reduce the distances people travel.

In addressing the issue of air quality, the land use plan must be consistent with both the Coastal Act and the Air Quality Attainment Plan being developed to bring the County and City into conformance with the Clean Air Act and its amendments.

3.11.2 CONSISTENCY WITH COASTAL ACT

Implementation of several policy areas of the land use plan will work toward the goal of reducing air pollution. The land use plan designates boundaries that separate urban and rural land uses, thus preventing the encroachment of new urban development into agricultural and rural areas. By encouraging the concentration of development and limiting sprawl, the land use plan should contribute to the reduction of vehicle miles traveled and result in improved public transit and carpools by increasing the density of population along a given route.

The access and recreation proposals in the land use plan could have mixed effects on air quality. The land use plan proposes increased opportunities for access and recreation to serve local residents as well as visitors. In many cases, the plan makes no provision for parking, but encourages pedestrian and bicycle access. However, an increase in visitor-serving accommodations, e.g., overnight campgrounds, recreational vehicle parks, motels, and other tourist-oriented facilities, can lead to increased traffic and degradation of air quality. For example, Carpinteria State Park draws large numbers of motoring tourists on holiday weekends and throughout the summer. The amount of traffic generated by these visitors can be

substantial, contributing to local air pollution levels. The same can be said for other visitor-serving accommodations, such as motels and restaurants.

In terms of impacts of industrial facilities on air quality, the land use plan does not propose a substantial expansion of areas available for industrial uses. In the case of oil and gas development, industrial designations are confined to existing processing facilities. Some of these facilities may need to be expanded and upgraded to serve increased production in the State Tidelands and Federal OCS.

3.11.3 CONSISTENCY WITH THE AIR QUALITY ATTAINMENT PLAN (AQAP)

One mechanism for achieving consistency between the land use plan and the requirements of the Clean Air Act and its amendments is the incorporation of the Air Quality Attainment Plan (scheduled for adoption in May 1979) into the LCP. The substance of the AQAP rests with development of control strategies for individual pollutants. The control strategies developed under the AQAP effort are based on: (1) inventory of current emissions; (2) projection of future emissions; (3) analysis of reductions available from control measures; and (4) synthesis of control measures into a strategy in order to achieve the National Ambient Air Quality Standards (NAAQS).

The AQAP includes four types of control measures: stationary, transportation, land use, and energy. Only the AQAP land use measures directly impact the LCP land use plan. Since the AQAP is not yet adopted, the degree of consistency between the LCP land use plan and the AQAP cannot be determined. Therefore, incorporation of the relevant policies and strategies from the air quality plan into the coastal plan should occur during the implementation (zoning) phase of the LCP.

3.12 AVAILABILITY OF RESOURCES AND SERVICE SYSTEM CAPACITIES

3.12.1 COASTAL ACT POLICY

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

3.12.2 BACKGROUND

The land use plan designates the kinds, intensities, and locations of land uses as required under the Coastal Act. A further intent of the Coastal Act is that the kinds, intensities, and locations of land uses be correlated with the availability of resources and services. Resources refer to water supply; services refer to water distribution systems, wastewater collection and treatment facilities, and transportation systems. In cases where resources and/or services can only accommodate a limited amount of new development, Section 30254 of the Coastal Act requires that services to coastal dependent land uses, essential public services, and basic industries not be precluded by other development. In addition to the priority uses established under the Act, provision for local needs such as housing and employment must also be addressed. This is particularly true in the Carpinteria Valley where the coastal zone takes in the entire City and nearly all of the Valley. Resources within this diversified planning area need to be shared by urban and rural uses to provide for the social and economic needs of the community.

Resource protection and provision of public services are also addressed in other sections of the Coastal Act. Section 30231 of the Coastal Act requires that depletion of groundwater supplies be prevented. Section 30241 requires that public service and facility expansions and non-agricultural development do not impair agricultural viability either through increased costs or degraded air and water quality.

The principal issue addressed in this section of the plan is the water supply and demand balance in the Carpinteria County Water District, since water use within the District nearly equals the available supply at the present time. Estimates of the District's water supply/demand balance presented in the following discussion are based on reports prepared by the District. These estimates are then related to buildout, i.e., the total number of residential units (existing and potential) permitted under the land use plan (Tables 3-3 to 3-6), and the projected level of resources and/or services that would be required to accommodate this buildout. There are a number of reasons to believe that the buildout calculations presented, with respect to the number of potential units and population, overstate the case. Some areas are currently developed at lower densities than those permitted under existing zoning; the same situation could develop under the land use plan. Major demolition of existing single family homes and duplexes to permit conversion to higher density development is unlikely, even if the areas in question are zoned for apartments. Furthermore, there are areas within the City and Valley where complete buildout under the land use plan is improbable because of site constraints, such as steep slopes and other natural hazards.

With respect to wastewater treatment capacity, data have been compiled from direct contact with the Carpinteria Sanitary District. Transportation data have been drawn from the City's Department of Public Works, California Department of Transportation, and the County's Transportation Plan.

3.12.3 WATER

The boundaries of the Carpinteria County Water District encompass almost all of the Carpinteria Valley planning area including the City of Carpinteria; one area east of Toro Canyon Road and extending into a portion of Serena Park is located within the Montecito County Water District. With the exception of several foothill areas in the northern part of the Valley, the entire District is located within the coastal zone. The District derives its water supply from the Carpinteria Groundwater Basin and surface deliveries from Lake Cachuma. The groundwater basin extends beyond the District's boundaries in only two areas: to the west where the Toro Canyon Subunit is within the Montecito County Water District and to the east where a small portion of the basin is in Ventura County.

The safe yield of the groundwater basin is estimated to be 4,500 AFY and the District's annual future entitlement to Cachuma water is 3,041 AFY. According to current water use estimates, the District has an existing uncommitted surplus of approximately 950 AFY (Table 3-2). The uncommitted water balance for the City is an estimated 170 AFY.

Buildout under existing zoning and the land use plan would both require more water than the District can now supply. Under existing zoning, an estimated 2,686 additional units could theoretically be constructed in the City at some point in the future; approximately 500 units could also be added by conversion of existing units to the higher densities permitted under zoning (Table 3-3). Under the proposed land use plan, the number of additional

TABLE 3-2
CARPINTERIA COUNTY WATER DISTRICT
1979 ESTIMATED WATER SUPPLY/DEMAND BALANCE⁽¹⁾

| <u>Supply</u> | <u>Water Use</u> Acre Feet/Year (AFY) |
|--|--|
| Groundwater Safe Yield ⁽²⁾ | 4,500 |
| Cachuma Planning Total | <u>3,041</u> |
| | 7,541 |
| <u>Water Use</u> | |
| Private Wells ⁽³⁾ | 1,800 |
| Municipal and Industrial (M & I) ⁽⁴⁾ | 1,922 |
| Agriculture (4) | <u>2,869</u> |
| | 6,591 |
| <u>Total Uncommitted Water Surplus</u> | 950 |
| 70% reserved for agricultural use in the County | 665 |
| 30% reserved for M & I uses within the City | 285 |
| Water allocated for City projects having received all approvals as of 7/31/79 | <u>114.23</u> |
| Uncommitted balance for City | 170.77 |

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- (1) These estimates are based on 1979 supply figures and five-year average water use data for the period 1974-75 to 1978-79.
- (2) This figure is likely conservative and may warrant a revision upward, perhaps by 250 AFY (Letter to Carpinteria County Water District, November 9, 1978, Geotechnical Consultants, Inc.). According to the attorney for the Carpinteria County Water District, the right of the district to extract groundwater from the basin may be severely restricted and so impair its ability to deliver water (Ref. letter from R. M. Jones to E. Van de Water, April 21, 1978).
- (3) Geotechnical Consultants, Inc. "Hydrologic Assessment, Carpinteria Groundwater Basin" (Letter to the Carpinteria County Water District, March 3, 1978, Page 3).
- (4) This is a five year average for the period 1974-75 to 1978-79; see Carpinteria County Water District letter to City of Carpinteria, July 23, 1979, Page 4.

housing units that would be possible is reduced to 1,155, largely the result of the proposed change in the maximum number of housing units permitted on Carpinteria bluffs (Table 3-4). If growth were to occur at an annual rate of one percent, housing opportunities provided for under the proposed land use plan for the City would accommodate growth over the next 30 years. In the unincorporated area of the Carpinteria Valley, 701 additional housing units are permitted under the land use plan compared to the 1,709 units allowed under current zoning (Tables 3-5 and 3-6).

An estimated 3,500 AFY of additional water would be required to accommodate theoretical buildout under the land use plans proposed for the City and the unincorporated area. This potential demand for water far exceeds the District's current supply. Consequently, a water management plan is needed to ensure that priority uses under the Coastal Act, as well as local priorities, are not precluded.

A water management plan for the City of Carpinteria and unincorporated area must reflect the past efforts of the City, County, and Coastal Commission to resolve the water management issues of the Carpinteria area. These efforts culminated in a public workshop in the fall of 1978. The purpose of this workshop was to review existing water supply and demand data in order to reach a consensus on the uncommitted water surplus in the Carpinteria Water District. Also, public testimony was received concerning the need to satisfy local as well as Coastal Act priorities in a water management plan. Information gathered at this meeting formed the basis for the State Coastal Commission's precedential action on November 14-15, in which the Commission found that:

1. The City of Carpinteria, through its recent conservation efforts, has reduced water consumption for Municipal and Industrial (M&I) uses and that, therefore, 2,050 AFY could be substituted for the 2,185 AFY previously used as the planning total for M&I uses. The Commission established 2,050 AFY as the maximum level for M&I uses, the highest historical water use within the District for this purpose.
2. The entire water surplus, not including water conserved by the City, should be reserved for priority uses under the Coastal Act, predominantly agriculture.
3. Forty (40) AFY of water would be allocated to the City for M&I uses during the 1978-79 water year. Following commitment of this allocation, new development in the City would be contingent upon proof of new surplus water derived from continued conservation efforts.
4. In order to carry out Coastal Act policies on concentration of urban development, residential development in the rural neighborhoods of the Carpinteria Valley should be permitted in proportion to development in the City on a ratio of 1 to 10. Since 40 AFY of water was allocated to the City for the 1978-79 water year 4 AFY would be allocated to the County for residential use.

In other precedential decisions, the Commission has denied permits for two back-up water wells on agricultural parcels and for a water well intended to serve orchard expansion into the foothills. The Commission has also denied greenhouse development partially on the basis of increased water use per acre and possible depletion or contamination of groundwater resources. Thus, although the Commission has found that the entire water surplus should be reserved for agriculture, it has denied greenhouses in certain groundwater recharge areas of the Valley as well as orchard expansion into the foothills. Since these are the most likely forms of new agricultural development in the Valley that would require increased water for the foreseeable future, the water being reserved for agriculture has limited application at this time. Therefore, the entire water surplus should not be reserved for agriculture, but should be distributed between the City and the County on the basis of historical water use for priority uses under the Coastal Act as well as local priorities. In addition, agricultural water use should be allocated for open field crops (avocados, lemons, vegetables, field flowers, etc.) and greenhouse production on the basis of established water use levels.

POLICIES AND ACTIONS:

Policy 12-1: The safe yield of the Carpinteria Groundwater Basin shall not be exceeded, except on a temporary basis as part of a conjunctive use program managed by the Carpinteria County Water District.

Policy 12-2: The existing water supply of the Carpinteria County Water District (7,541 AFY -- see Table 3-2) shall be divided between the County and the City of Carpinteria on the basis of historical use; 30 percent (2,262 AFY) shall be allocated for use within the City and 70 percent shall be allocated for use in the County.

ACTION:

The City shall develop a resource management program through which the City's uncommitted water surplus can be allocated for priority uses established by the City, including but not limited to:

1. Housing
2. Public and commercial recreation
3. Public-serving commercial (motel, restaurant, retail commercial)
4. Other commercial
5. Light industry

Such program shall include a method for evaluating new development projects so that highest priority will be given to projects which meet the needs of the community and are the most protective and conserving of coastal resources, i.e., land, water, air, energy, etc. As part of this program, ten (10) percent of the City's total annual water allocation shall be reserved for public recreational uses; if this reserve is not allocated for use within a given year, it shall accrue on an annual basis for future uses. The resource management program shall be implemented for the 1979 water year, commencing May 15, 1979, and shall be re-evaluated as necessary; however, the

program shall remain in effect as long as there is a need to manage the limited resources of the City and the Carpinteria Valley.

Policy 12-3: All new development within the City shall be served by the Carpinteria County Water District. At such time as extractions from the groundwater basin have reached the safe yield level, use of a private water well for new development shall be grounds for denial of the project.

Policy 12-4: At such time as a permanent increase in the water supply of the Carpinteria County Water District is obtained (through development of surface water facilities, wastewater reclamation, desalinization of sea water, etc.), prior to issuing a development permit for any non-priority use, the County or the City shall make the finding that an adequate supply of water is being held in reserve to accommodate the priority uses established for the respective jurisdictions.

Policy 12-5: The City, Carpinteria County Water District, County, and other appropriate agencies should work together to develop a long-term management program for the Carpinteria Groundwater Basin with the goal of increasing supplies through conjunctive use, adjudication, or other measures.

3.12.5 WASTEWATER TREATMENT CAPACITY

The current capacity of the Carpinteria Sanitary District's wastewater treatment facility is two million gallons per day. With an average dry weather peak flow of 1.6 million gallons per day, the facility is at 80 percent of capacity and is able to provide service for approximately 3,600 additional people (Table 3-7). This is far more than the number of people that could be served by the existing water supply.

The entire urbanized area is presently served by the District. In the rural area, a portion of Padaro Lane was recently annexed to the District and plans are underway to annex Serena Park. The remaining unincorporated area relies on septic tanks, although soil and drainage in many parts of the Valley have caused problems for septic systems.

3.12.6 TRANSPORTATION

Currently the City of Carpinteria does not have any plans for expansion of the City's street system. According to the City's Department of Public Works and the California Department of Transportation, none of the City's streets is at or near capacity at this time and the existing street system will be able to accommodate growth within the City through the year 2000.

As a related matter, the County's Regional Transportation Plan proposes widening Highway 101 to six lanes from Fairview Avenue in Goleta to the Ventura County line. At present, this route consists of a four-lane freeway from the Ventura County line to downtown Santa Barbara, a conventional four-lane arterial through downtown Santa Barbara, and a four-lane freeway through the west side of the City and on through the Goleta Valley. The projected need for six lanes east of the City of Santa Barbara through Carpinteria is

largely determined by CALTRANS traffic projections of greatly increased traffic at the Ventura County line (more than double today's traffic). If this traffic growth does occur, the addition of freeway lanes would not be needed until about 1995.

TABLE 3-3

CITY OF CARPINERIA — BUILD-OUT UNDER EXISTING ZONING

| Zoning | Existing Units | 1975 Household Size | Population | Potential Additional Units | Potential Conversions | Potential Build-Out * | 1990 Household Size | Potential Population |
|--------|-------------------|---------------------------|------------|----------------------------------|--------------------------|--------------------------|---------------------------|-------------------------|
| 6-R-1 | 375 | 2.5 | 937.5 | 116 | 0 | 491 | 2.4 | 1,178.4 |
| 6-R-2 | 83 | 2.1 | 174.3 | 134 | 19 | 236 | 2.0 | 472.0 |
| 6-R-3 | 518 | 2.1 | 1,087.8 | 47 | 30 | 595 | 1.8 | 1,441.8 |
| 6-R-4 | 268 | 2.1 | 562.8 | 138 | 137 | 543 | 1.8 | 977.4 |
| 7-R-1 | 737 | 3.2 | 2,358.4 | 129 | 0 | 866 | 3.0 | 2,298.0 |
| 7-R-2 | 5 | 2.5 | 12.5 | 2 | 3 | 10 | 2.4 | 24.0 |
| 8-R-1 | 246 | 3.2 | 787.2 | 74 | 0 | 320 | 3.0 | 960.0 |
| DR-8 | 11 | 2.5 | 27.5 | 2 | 0 | 13 | 2.4 | 31.2 |
| DR-10 | 89 | 2.5 | 222.5 | 20 | 0 | 109 | 2.4 | 261.6 |
| DR-13 | 92 | 2.1 | 193.2 | 126 | 1 | 219 | 2.0 | 438.0 |
| DR-14 | 0 | 2.1 | 0.0 | 56 | 0 | 56 | 2.0 | 112.0 |
| DR-15 | 64 | 2.1 | 134.4 | 56 | 4 | 124 | 2.0 | 248.0 |
| DR-18 | 0 | 2.1 | 0.0 | 61 | 0 | 61 | 2.0 | 122.0 |
| DR-20 | 789 | 2.1 | 1,656.9 | 45 | 305 | 1,139 | 2.0 | 2,278.0 |
| MEPPD | 582 | 2.5 | 1,455.0 | 20 | 0 | 602 | 2.4 | 1,444.8 |
| A-1-X | 1 | 2.5 | 2.5 | 0 | 0 | 1 | 2.4 | 2.4 |
| Other | 386 | 2.5 | 965.0 | 0 | 0 | 386 | 2.38 | 918.68 |
| PUD | 0 | | 0 | 1,660 | 0 | 1,660 | 2.4 | 3,984.0 |
| | 4,246 | | 10,577.5 | 2,686 | 499 | 7,431 | | 17,192.3 |

*Potential build-out = existing units + potential additional units + potential conversions.

TABLE 3-4

CITY OF CARPINTERIA - BUILDOUT UNDER THE LAND USE PLAN

| Land Use Designation | Existing Units | Household Size 1975 | Population | Potential Additional Units | Potential Conversions | Potential Buildout* | Household Size 1990 | Potential Population |
|--------------------------|----------------|---------------------|------------|----------------------------|-----------------------|---------------------|---------------------|----------------------|
| 2,180 sq. ft. or more | 1,920 | 2.1 | 4,032.0 | 226 | 603 | 2,749 | 2.0 | 5,498 |
| 3,500 sq. ft. or more | 765 | 2.5 | 1,912.5 | 261 | 49 | 1,075 | 2.4 | 2,580 |
| 7,000 sq. ft. or more | 1,444 | 3.2 | 4,620.8 | 231 | 0 | 1,675 | 3.0 | 5,025 |
| 20,000 sq. ft. or more | 11 | 2.7 | 29.7 | 1 | 0 | 12 | 2.4 | 29 |
| AG | 2 | 2.5 | 5.0 | 3 | 0 | 5 | 2.4 | 12 |
| Other | 110 | 2.6 | 286.0 | 0 | 0 | 110 | 2.4 | 264 |
| Planned Unit Development | 0 | | 0 | 433 | 0 | 433 | 2.4 | 1,039 |
| | 4,252 | | 10,886.0 | 1,155 | 652 | 6,059 | | 14,447 |

*Potential buildout = existing units + potential additional units + potential conversions.

TABLE 3-5

CARPINTERIA VALLEY - BUILDOUT UNDER EXISTING ZONING

| Zoning | Existing Units | Household Size 1975 | Population | Potential Additional Units | Potential Conversions | Potential Buildout | Household Size 1990 | Potential Population |
|-----------|-------------------|---------------------------|----------------|----------------------------------|--------------------------|-----------------------|---------------------------|-------------------------|
| DR-25 | 144 | 2.1 | 302.4 | 200 | | 344 | 1.8 | 619.2 |
| 6-R-1 | 67 | 2.5 | 167.5 | 36 | | 103 | 2.4 | 247.2 |
| 7-R-1 | 56 | 3.2 | 179.2 | 33 | | 89 | 3.0 | 267.0 |
| 6-R-4 | 0 | 3.2 | 0 | 6 | | 6 | 3.0 | 18.0 |
| 8-R-1 | 110 | 3.2 | 352.0 | 117 | | 227 | 3.0 | 681.0 |
| 10-R-1 | 25 | 2.9 | 72.5 | 89 | | 114 | 2.6 | 296.4 |
| 12-R-1 | 35 | 2.9 | 101.5 | 6 | | 41 | 2.6 | 106.6 |
| DR 3.5 | 0 | 2.9 | 0 | 14 | | 14 | 2.6 | 36.4 |
| 20-R-1 | 58 | 2.7 | 156.6 | 31 | | 89 | 2.4 | 213.6 |
| DR-2 | 7 | 2.7 | 18.9 | 98 | 6 | 111 | 2.4 | 252.0 |
| 1-E-1 | 112 | 2.5 | 280.0 | 224 | | 336 | 2.4 | 806.4 |
| 2-E-1 | 7 | 2.5 | 17.5 | 4 | | 11 | 2.4 | 26.4 |
| 3-E-1 | 40 | 2.5 | 100.0 | 61 | | 101 | 2.4 | 242.4 |
| A-1-X | 363 | 2.5 | 907.5 | 760 | | 1,123 | 2.4 | 2,695.2 |
| T Overlay | 281 | 2.0 | 362.0 | 0 | | 281 | 2.0 | 362.0 |
| 20AL | 0 | 2.5 | 0 | 22 | | 22 | 2.4 | 52.8 |
| 40AL | 0 | 2.5 | 0 | 8 | | 8 | 2.4 | 19.2 |
| 100AG | 3 | 2.5 | 7.5 | 0 | | 3 | 2.4 | 7.2 |
| Other | 9 | 2.5 | 22.5 | 0 | | 9 | 2.4 | 21.6 |
| | <u>1,317</u> | | <u>3,047.6</u> | <u>1,709</u> | <u>6</u> | <u>3,032</u> | | <u>6,970.6</u> |

TABLE 3-6

CARPINTERIA VALLEY -- BUILDOUT UNDER THE LAND USE PLAN

| Land Use | Existing Units 1975 | Household Size 1975 | Population | Potential Additional Units | Potential Build- Out | Household Size 1990 | Potential Population |
|----------------------|---------------------------|---------------------------|------------|----------------------------------|----------------------------|---------------------------|-------------------------|
| 1 unit/7,000 sq. ft. | 620 | 3.2 | 1,984. | 170 | 790 | 3.0 | 2,370 |
| 1 unit/10,000 sq.ft. | 169 | 2.9 | 490.1 | 60 | 229 | 2.6 | 595.4 |
| 1 unit/20,000 sq.ft. | 65 | 2.7 | 175.5 | 27 | 92 | 2.4 | 220.8 |
| 1 unit/1 acre | 90 | 2.5 | 225 | 64 | 154 | 2.4 | 396.6 |
| 1 unit/3 acres | 100 | 2.5 | 250 | 69 | 169 | 2.4 | 405.6 |
| Ranchettes 5-20 ac. | 9 | 2.5 | 22.5 | 6 | 15 | 2.4 | 36.0 |
| AgI (5) | 24 | 2.5 | 60 | 43 | 67 | 2.4 | 160.8 |
| Ag I(10) | 220 | 2.5 | 550 | 220 | 440 | 2.4 | 1,056.0 |
| Ag I(40) | 7 | 2.5 | 17.5 | 37 | 44 | 2.4 | 105.6 |
| Other | 10 | 2.5 | 25 | 0 | 10 | 2.4 | 24.0 |
| MA 100 | 0 | 2.5 | 0 | 5 | 5 | 2.4 | 12.0 |
| | 1,314 | | 3,799.6 | 701 | 2,015 | | 5,382.8 |

TABLE 3-7

Carpinteria County Sanitary District

| | <u>1975</u> | <u>1980</u> | <u>1990</u> | <u>2000</u> |
|--|-------------|-------------|-------------|-------------|
| 1. Population Within District ⁽¹⁾ | 9,500 | 11,750 | 13,000 | 13,000 |
| 2. Current Capacity (mgd) ⁽²⁾ | 2.0 | | | |
| 3. Estimated Wastewater Flow ⁽³⁾ | 1.1 | 1.3 | 1.4 | 1.4 |
| 4. Proposed Capacity (mgd) ⁽⁴⁾ | | 2.0 | 2.0 | 2.0 |
| 5. GPCD ⁽⁵⁾ | 110 | | | |
| 6. Surplus/Deficit (mgd) | .9 | .7 | .6 | .6 |
| 7. Additional Population Capacity | 8,000 | 6,400 | 5,500 | 5,500 |

FOOTNOTES

- (1) Population estimates for the district are based on actual (1975) and projected population figures (1980-2000) for the City of Carpinteria and areas outside of the City that have been annexed to the district. These are estimates which will need to be reviewed by Santa Barbara County Planning Department.
- (2) Source: Carpinteria Sanitary District.
- (3) This is the estimated average daily flow based on information received from Tony Hamilton at the district sanitation plant and Bill Ghormley, engineer for the district.
- (4) Source: Carpinteria Sanitary District.
- (5) 110 GPCD is an estimate derived from LCP research on other sanitary districts on the South Coast.

APPENDIX A

DEFINITIONS

CHAPTER 3

3.2 DEVELOPMENT

30106. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Structure

As used in this section, "structure" includes, but is not limited to any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, electrical power transmission and distribution line, and fences and walls exceeding six feet in height.

3.3 HAZARDS

Floodway and Floodway Fringe

The floodway is the channel of a stream, plus any adjacent flood plain area, that must be kept free of encroachment in order that the 100-year flood be carried without substantial increase in flood height. As minimum standards, the Federal Insurance Administration limits such increases in flood heights to 1.0 foot, provided that hazardous velocities are not produced.

The area between the floodway and the boundary of the 100-year flood is termed the floodway fringe. The floodway fringe thus encompasses the portion of the flood plain that could be completely obstructed without

increasing the water-surface elevation of the 100-year flood more than 1.0 foot at any point.

Hillside

Hillsides are defined as lands with slopes exceeding twenty percent.

Watershed

Watersheds are defined as regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

3.5 HOUSING

Definition of Low and Moderate Income

In accordance with the regulations of the California Housing Finance Agency, "persons of low and moderate income" are defined to include all the following:

- (1) A "very low income family" is a family whose income does not exceed 50 percent of the median income for the area, as determined by HUD¹ with adjustments² for smaller and larger families.
- (2) A "low income family" is a family whose income does not exceed 80 percent of the median income for the area, as determined by HUD¹ with adjustments² for smaller or larger families, except that income limits higher or lower than 80 percent may be established on the basis of its findings that such variations are necessary because of the prevailing levels of construction costs, usually high or low incomes, or other factors.
- (3) A "moderate income family" is a family whose income does not exceed 120 percent of the median income for the area, as determined by HUD¹ with adjustments² for smaller and larger families.
- (4) For purposes of this section "family" includes an elderly, handicapped, disabled, or displaced person and the remaining member of a tenant family as defined in Section 201 (a) of the Housing and Community Development Act of 1974.

A generally accepted definition of affordable housing is that for which costs do not exceed 25 percent of the family gross income. Housing costs include rent or mortgage payment, property taxes, insurance, heat and utilities, and maintenance and repairs.

¹Generally defined by HUD as county; ²adjustments as made by HUD.

Definition of Housing Condition*

- Condition A - New, near new, housing under construction and older housing which has been exceptionally well maintained.
- Condition B - Housing where minor deficiencies are apparent, where roofs need repair work, buildings need painting and other weather protection, garage doors sagging or inoperable. Housing where an expenditure of from \$1,000 to \$5,000 and good on-going maintenance will extend the useful life of the building beyond a 40-year period.
- Condition C - Housing where major deficiencies are apparent, often without foundations, roofs sagging, paint and weather protection work needed, some structural failures in porches and steps. These are usually older buildings (pre-building code) whose original construction was inadequate or buildings which have had little or inadequate maintenance. Buildings in this condition, unless rehabilitated, could be beyond reasonable economic repair within a three- to ten-year period. "C" condition housing would likely require a \$5,000 to \$20,000 expenditure and a program of sound maintenance to provide the building with an additional 40-year life.
- Condition D - Dilapidated housing which has deteriorated beyond reasonable economic repair. The term "reasonable economic repair" is meant to mean that a sum of money in excess of 50 percent of the as-is value of the building would be required to rehabilitate the dwelling to livable standards.

*Source: Santa Barbara County Housing Condition Inventory, June 1977.

3.6 INDUSTRIAL AND ENERGY DEVELOPMENT

30107. "Energy facility" means any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Aquaculture

Aquaculture is the culture of plants and animals in an aquatic medium.

TABLE A-1
City of Carpinteria
Housing Stock 1975 & 1978

| <u>Type of Dwelling Unit</u> | <u>1975</u> ⁽¹⁾ | | <u>1978</u> ⁽²⁾ | |
|------------------------------|----------------------------|-------------------------|----------------------------|-------------------------|
| | <u>Number of Units</u> | <u>Percent of Total</u> | <u>Number of Units</u> | <u>Percent of Total</u> |
| Single Family | 1,815 | 47 | 1,846 | 43 |
| 2-4 Units | 459 | 12 | 474 | 11 |
| 5+ Units | <u>936</u> | 24 | <u>1,302</u> | 31 |
| | 3,210 | | 3,622 | |
| Trailers | 588 | 15 | 582 | 14 |
| Other | <u>39</u> | <u>1</u> | <u>55</u> ⁽³⁾ | <u>1</u> |
| | 3,837 | 100 | 4,259 | 100 |

(1) Source: 1975 Special Census

(2) Source: City of Carpinteria Planning Dept./LCP

(3) Labor Camp, hotel/motel units held as permanent residence

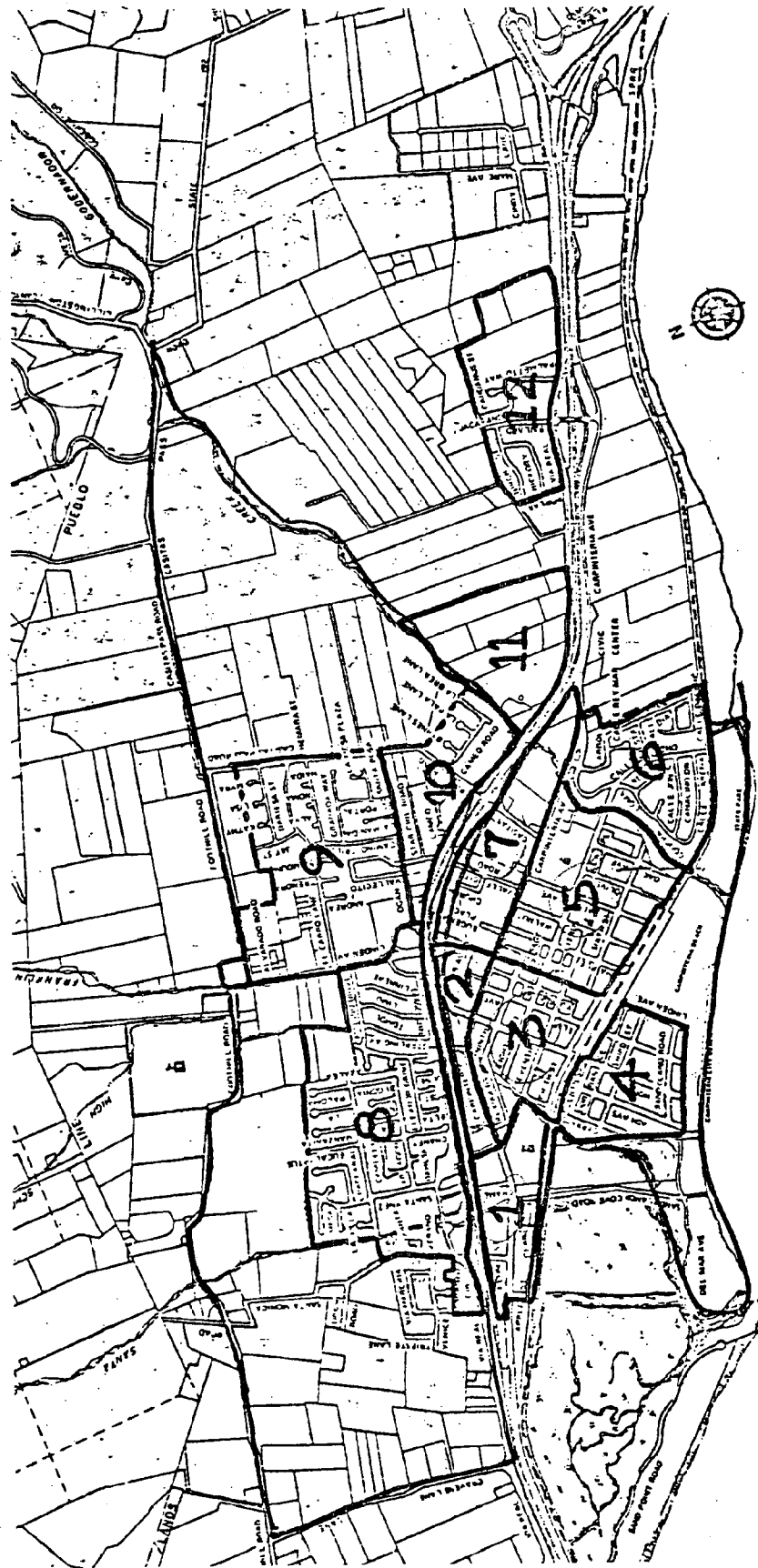
As shown, 56% of the City's housing stock is in multiple units or mobile homes. Proportionately, single family units declined slightly from 1975 to 1978, while the number of structures of five units or more increased 39%.

TABLE A-2
CITY OF CARPINTERIA
HOUSING CONDITION 1978

| | SINGLE FAMILY | | | | | TWO-FOUR | | | | | 5+ | | | | | | | | |
|-----------|---------------|-----|-----|-----|-------|----------|-----|----|----|-----|-----|-----|-----|----|-------|-------|-----|-------|-------|
| | A | B | C | D | S.F. | A | B | C | D | 4 | A | B | C | D | 5+ | Units | MH | Other | TOTAL |
| Area 1: * | 0 | 1 | 17 | 50 | 68 | 0 | 0 | 8 | 16 | 24 | 0 | 47 | 0 | 7 | 54 | 146 | 71 | 22 | 239 |
| Area 2: | 0 | 7 | 14 | 8 | 29 | 0 | 2 | 4 | 2 | 8 | 0 | 28 | 0 | 0 | 28 | 65 | 0 | 0 | 65 |
| Area 3: | 0 | 16 | 86 | 65 | 167 | 0 | 9 | 18 | 10 | 37 | 17 | 21 | 0 | 15 | 53 | 257 | 46 | 0 | 303 |
| Area 4: | 0 | 27 | 39 | 30 | 96 | 15 | 26 | 16 | 6 | 63 | 141 | 241 | 78 | 14 | 474 | 633 | 81 | 0 | 714 |
| Area 5: | 3 | 24 | 72 | 51 | 150 | 0 | 7 | 27 | 0 | 34 | 97 | 5 | 33 | 0 | 135 | 319 | 5 | 4 | 328 |
| Area 6: | 6 | 214 | 2 | 0 | 222 | 0 | 8 | 0 | 0 | 8 | 0 | 39 | 0 | 0 | 39 | 269 | 0 | 14 | 283 |
| Area 7: | 0 | 35 | 8 | 1 | 44 | 0 | 4 | 2 | 0 | 6 | 169 | 0 | 0 | 0 | 169 | 219 | 0 | 10 | 229 |
| Area 8: | 249 | 330 | 5 | 0 | 584 | 0 | 12 | 0 | 0 | 12 | 65 | 55 | 0 | 0 | 120 | 716 | 0 | 5 | 721 |
| Area 9: | 209 | 95 | 29 | 8 | 341 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 343 | 0 | 0 | 343 |
| Area 10: | 35 | 108 | 2 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 0 | 145 |
| Area 11: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 0 | 259 |
| Area 12: | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 0 | 0 | 280 | 230 | 0 | 0 | 0 | 230 | 510 | 120 | 0 | 630 |
| TOTAL | 502 | 857 | 274 | 213 | 1,846 | 15 | 348 | 77 | 34 | 474 | 719 | 436 | 111 | 36 | 1,302 | 3,622 | 582 | 55 | 4,259 |
| % | 12 | 20 | 6 | 5 | 43 | .4 | 8 | 2 | .8 | 11 | 17 | 10 | 3 | .8 | 31 | 85 | 14 | 1 | 100 |

* See Map A-1.

Source: City of Carpinteria
Planning Department



STATISTICAL AREAS
MAP A-1

3.8 AGRICULTURE

Definition of Prime Agricultural Lands

Section 51201 of the California Government Code:

- (1) All land which qualifies for rating as class I or class II in the Soil Conservation Service land use capability classifications.
- (2) Land which qualifies for rating 80 through 100 in the Storie Index Rating.
- (3) Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.
- (4) Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars.
- (5) Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars (\$200) per acre for three of the previous five years.

3.9 ENVIRONMENTALLY SENSITIVE HABITAT AREAS

30121. "Wetland" means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Definitions of other commonly used terms include:

Biota: all plants and animals occurring within a certain region.

Coastal Strand: a plant community found in sandy beaches and dunes scattered along the entire coast. The vegetation is low or prostrate, often succulent and late flowering.

Coastal Sage Scrub: a plant community found on dry rocky or gravelly slopes below 3,000 feet composed of half shrubs, one to five feet tall.

Community: an assemblage of plant and animal populations occupying a given area.

Chaparral: a dense, sometimes impenetrable plant community found on dry slopes and ridges. Chamise, toyon, scrub oak, ceonothus, and manzanita are dominant species.

Disjunct: a plant or animal species found in an area outside of its usual range.

Ecosystem: a system formed by the interaction of a community of organisms with their environment.

Estuary: that part of the mouth or lower course of a river in which the river's current meets the sea's tide.

Hybrid: an offspring of two animals or plants of different variety or species.

Intertidal: of or pertaining to the seashore region that is above the low-water mark and below the high-water mark.

Invertebrate Fauna: animals lacking a backbone and internal skeleton such as a sea anemone.

Marsh: a tract of low, wet land, often treeless and periodically inundated, characterized by grasses, sedges, cattails, and rushes.

Mudflat: a mud-covered, gently sloping tract of land, alternately covered or left bare by tidal waters.

Reef: a ridge of rocks or sand at or near the surface of the water.

Relict: a persistent remnant of an otherwise extinct flora or fauna.

Salt Marsh: a marshy tract that is wet with salt water or flooded by the sea.

Salicornia Marsh: a wetland or marsh area in which the dominant vegetation is pickleweed (Salicornia spp.).

Sloughs: an area of soft, muddy ground, swamp, or swamplike region; a marshy or reedy pool, pond inlet, backwater, or the like.

Subtidal: the area just beyond the intertidal zone not subject to tidal fluctuation below the low tide line.

Tideflats: a marshy, sandy, or muddy nearly horizontal coastal flatland which is alternately covered and exposed as the tide rises and falls.

Tidepool: an accumulation of sea water remaining in a depression on a beach or reef after the tide recedes, occupied by a variety of plant and animal species.

RARE AND ENDANGERED SPECIES

Animals (California Department of Fish and Game)

An animal whose existence is threatened by one or more conditions as listed below is considered rare and endangered.

1. The mortality rate exceeds the birth rate.
2. The species is not capable of adapting to environmental change.
3. The species' habitat is threatened by destruction or serious disturbance.
4. Survival is threatened by the unwanted introduction of other species through predation, competition, or disease.
5. Environmental pollution threatens the species' survival.

Fully Protected Status (Fish and Game Code)

3511. Fully protected birds or parts thereof may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuances of permits or licenses to take any fully protected bird and no such permits or licenses heretofore issued shall have any force or effect for any such purpose; except that the commission may authorize the collecting of such species for necessary scientific research.

Plants (California Native Plant Society)

A plant is rare if:

1. It exists in only one or a very few restricted localities.
2. It occurs in such small numbers that it is seldom seen or collected regardless of its total area.
3. It exists only on a type of habitat that is likely to disappear or change for any reason.

A plant is endangered if:

1. It is actively threatened with extinction and not likely to survive unless some protective measures are taken.

Marine Mammals Protection Act (1972)

Public Law 92-522: This Act establishes a moratorium on the taking, and importation of marine mammals and marine mammal products. Additionally the Act encourages "efforts to protect the rookeries, mating grounds, and areas of similar significance for each species of marine mammal from the adverse effect of man's action."

3.12 AVAILABILITY OF RESOURCES AND SERVICE SYSTEM CAPACITIES

30114. "Public works" means the following:

(a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.

(b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. For purposes of this division, neither the Ports of Hueneme, Long Beach, Los Angeles, nor San Diego Unified Port District nor any of the developments within these ports shall be considered public works.

(c) All publicly financed recreational facilities and any development by a special district.

(d) All community college facilities.

APPENDIX B

LAND USE DEFINITIONS

Land use designations used on the land use plan maps can be grouped into the general categories of open lands, residential, community facilities, industrial, and commercial. In addition, the flood hazard and environmentally sensitive habitat area overlay designations are used to identify areas subject to additional constraints. Each of the designations used on the land use plan map is described below.

OPEN LAND USES

Agriculture I (5 to 40 acres minimum parcel size)

The purpose of an agriculture designation is to identify agricultural land for the cultivation of plant crops and the raising of animals. Lands eligible for this designation include, but are not limited to, lands with prime soils, prime agricultural land (defined in Appendix A), land in existing agriculture use, land with agricultural potential, and lands under Williamson Act contracts.

The Agriculture I designation applies to acreages of prime or non-prime farmlands and agricultural uses which are located within or adjacent to the generally urbanized areas. Agriculture I uses include, but are not limited to, food, fiber, orchards such as citrus, avocado, and walnuts, flower and vegetable growing, berries, vineyards, nurseries, and greenhouse operations. Only structures related to these activities and single family residences (one unit per specified minimum parcel size) are permitted. Additional dwellings for resident farm workers (i.e., ranch managers, foremen, or caretakers) may be allowed subject to a conditional use permit. Raising of animals for commercial purposes, the boarding of animals, riding stables and animal husbandry services are also permitted as conditional uses.

Existing Public or Private Recreation and/or Open Space

The purpose of this designation is to provide opportunities for various forms of outdoor recreation, of a public or private nature, which require access to open spaces and natural settings for their realization. These open space recreational uses include, but are not limited to, the following: public parks containing facilities for picnicking, camping, riding, hiking, walking, biking, on a day or longer use basis; flood control easements providing access to and along stream channels and other drainage areas; and golf courses. Structures or other facilities shall be limited to those required to support the recreational activities. These may include parking areas, corrals and stabling areas, picnic and camping areas, trails, water and sanitary facilities, safety and first aid stations, ranger stations, and limited concession facilities. Other recreational structures and facilities of a more intensive nature, such as swimming and tennis clubs, may also be permitted. However, intense commercial recreational development shall be limited to areas designated for commercial uses. For example, fairgrounds, amusement parks and large indoor recreational complexes, along with visitor-serving facilities such as hotels and motels are not permitted in areas designated for recreation.

Proposed Public Access Corridors or Recreation Areas

This designation identifies those lands suitable for future access corridors and recreational areas. These lands include sites designated by the City or other public agency for acquisition.

RESIDENTIAL LAND USES

Density is the primary parameter within which residential land uses are defined. Density is used to describe the number of dwelling units permitted on an acre of land or, in later translation into zoning, the number of dwelling units permitted on a lot of a given size.

| <u>Residential Designations</u> | <u>Maximum Dwelling Units per Acre</u> |
|--|--|
| Single Family (minimum lot size): | |
| 3 or more acres | 0.3 |
| 1 acre or more | 1.0 |
| 20,000 square feet or more | 1.8 |
| 10,000 square feet or more | 3.3 |
| 7,000 square feet or more | 4.6 |
| Multiple Family (minimum land area per dwelling unit) | |
| 3,500 square feet | 12.3 |
| 2,180 square feet | 20.0 |

Planned Unit Development

The Planned Unit Development designation has been given to large, undeveloped parcels suitable for a combination of land uses, i.e., residential, recreational, visitor-serving, commercial and convenience establishments. The purpose of this designation is to prevent piecemeal development by requiring that the entire parcel be planned and developed as a unit. Use of flexible and innovative design concepts is encouraged. Refer to Section 3.2.3 for the detailed requirements and permitted uses in the Planned Unit Development designation.

COMMUNITY FACILITIES

Educational Facilities (Public or Private) - include all proposed and existing public schools from elementary through college level.

Institution/Government Facility - is for all major public and quasi-public land uses not included in the categories already defined, such as City office buildings, hospitals, churches, libraries, fire departments, etc.

Public Utility - an area designated for the facilities and service of a public utility or public service entity. Screening, landscaping, and other design requirements may be prescribed by the zoning ordinance to ensure compatibility with surrounding land uses.

INDUSTRIAL

Coastal Dependent Industry - the intent of this designation is to recognize that certain industrial uses require a site on, or adjacent to, the sea to be able to function at all. Coastal dependent industrial uses include onshore processing facilities for offshore oil and gas production, liquefied natural gas facilities, marine terminals, staging areas, port and harbor areas, fishing facilities, aquaculture including fish hatcheries, and areas for deploying oil spill cleanup equipment. Other uses, though not strictly coastal dependent, may need access to the ocean under special conditions, for example, thermal power plants sited to take advantage of ocean cooling water. Policies governing these uses are specified in Section 3.6. Within this designation, other industrial uses may also be permitted, including production and processing of crude oil and gas from onshore wells.

Industrial Park - this category is not limited to a specific list of uses. It is any industrial use which is housed in well-designed buildings set in attractively landscaped grounds. This is industry in a park-like atmosphere.

General Industry - all uses permitted in City's existing industrial zones.

COMMERCIAL

General Commercial (C)

This designation has been used to denote areas suitable for many types of commercial activities. Central business district areas, neighborhood shopping centers, and design commercial are all contained under this designation. Permitted uses in the General Commercial designation range from convenience activities, which serve such day-to-day needs as food, drugs, gasoline, and other incidentals, to wholesale facilities which support agricultural, construction, and transportation activities.

Visitor Serving/Highway Commercial (V)

The intent of this designation is to provide for those uses which serve the highway traveler or visitors to the City. Such uses may also serve local residents and include hotels, motels, restaurants, service stations, and retail commercial enterprises which serve both the needs of the visitor and the local community. When this designation is applied to an entire parcel(s), it signifies that visitor-serving and/or highway commercial uses will be the principal permitted uses, with all other structures or development incidental or accessory to such uses. When used in combination with the General Commercial land use designation, the intent of the Visitor Serving/Highway Commercial designation is to identify those areas in which visitor-serving and/or highway commercial uses will be given priority over other commercial uses, if possible, but will not necessarily be required as the principal permitted use.

Office and Professional (P)

Permitted uses under this designation include offices, hospitals, schools, and churches.

OVERLAY DESIGNATIONS

The purpose of the overlay designations is to indicate locations where the presence of hazards or special resources places constraints on development. These overlay designations carry special policies which are included in the land use plan text.

Environmentally Sensitive Habitat Area - This designation applies to sensitive ecological communities or significant natural habitats. (Refer to Section 3.9.)

Flood Hazard - The flood hazard overlay indicates the 100-year flood plain, which is the largest area inundated by the 100-year flood. Development which occurs within the flood plain may, however, be inundated more frequently, depending on the severity of flood conditions and the ground elevation. (Refer to Section 3.3.)

BOUNDARY LINES

Urban/Rural - A boundary line shown on the land use plan map which delineates areas intended for urban land uses, i.e. residential, commercial industrial, etc., and areas designated for rural land uses, principally agriculture and low density residential. Agriculture, open space recreational activities and related uses are also permitted and encouraged throughout the urban area. Limited commercial and coastal dependent industrial uses are permitted within a rural area as necessary.

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Ehorn, William, Superintendant, Channel Islands National Monument, Re: Sensitive Coastal Areas and Norris Report.

Freel, Mayten, Bureau of Land Management, Los Angeles OCS Office, Re: Sensitive Coastal Areas and Norris Report.

Hochberg, Eric, Santa Barbara Museum of Natural History, Re: Invertebrates, and General Information.

Hudson, Travis, Curator of Anthropology, Santa Barbara Museum of Natural History, Re: Archaeological Sites.

Laughrin, Lyndal L., Resident Manager, Santa Cruz Island Field Station, U.C.S.B., re: Island Fox.

Mall, Rolf E., Environmental Services Coordinator, Cal. Dept. Fish and Game, Re: Terrestrial Mammals and Birds.

Major, Mary, California Native Plant Society, Re: Rare and Engangered Plants.

Norris, Ken, BLM Project Leader, University of California, Santa Cruz, Re: Marine Mammals.

Philbrick, R.N., Director, Santa Barbara Botanic Garden, Re: Significant Plant Locations and General Information.

Power, Dennis, Director, Museum of Natural History, Re: Birds and General Information.

Schreiber, Ralph W., Curator Vertebrate Biology, Los Angeles Museum of Natural History, Re: California Brown Pelican Nesting Sites.

Schwarzbach, Steve, Environmental Consultant, Re: Rare and Endangered Plants.

Smith, Clifton, Librarian and Botanist, Santa Barbara Museum of Natural History, Re: Significant Plant Locations.

Wenner, Adrian, U.C.S.B., Re: Intertidal Preserves.

Whalen, Nick, Channel Islands National Monument, Re: Sensitive Marine Mammal Areas.

Wiley, Ken, Preserve Manager for Nature Conservancy on Santa Cruz Island, Re: Management Plans.

Woodhouse, Charles D., Research Associate, Santa Barbara Museum of Natural History, Re: Sensitive Marine Mammal Areas.



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